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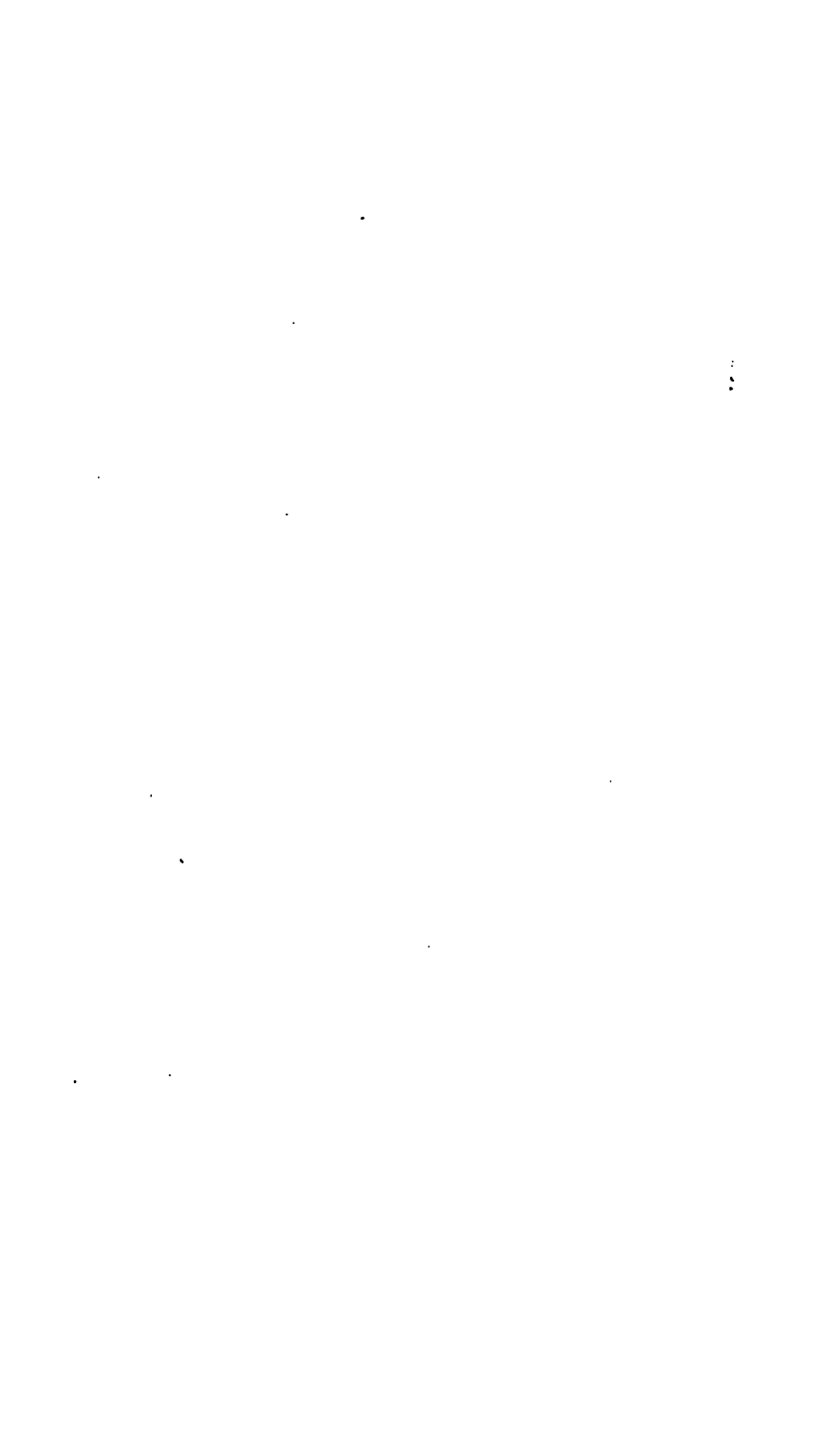
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DIARY
IN THE
DARDANELLES
1849.

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A DIARY IN THE DARDANELLES.



A
DIARY IN THE DARDANELLES,
WRITTEN
ON BOARD THE SCHOONER "CORSAIR,"
WHILE
BEATING THROUGH THE STRAITS,
FROM
TENEDOS TO MARMORA.

By WILLIAM KNIGHT, Esq.,
Rear-Commodore of the Royal Harwich Yacht Club,
AUTHOR OF "WORDS FOR THE WINDBOUND," "ORIENTAL
OUTLINES," ETC., ETC.

LONDON :

PUBLISHED FOR THE AUTHOR BY HUNT, 130, ST. ALBAN'S
PLACE, EDGWARE ROAD.

1849.



LONDON:
PRINTED BY HUNT AND SON,
EDGWARE ROAD.

TO
THE MEMBERS
OF THE
ROYAL HARWICH YACHT CLUB
THIS VOLUME
IS
DEDICATED
BY
THE AUTHOR.



P R E F A C E.

Part of the "*Diary in the Dardanelles*," now submitted to the Public, appeared in the *Nautical Magazine* of 1844. The whole is here given in a pocket-volume, in compliance with the request of friends who, seeing that no work had been hitherto specially devoted to the region described, were anxious that such a topographical link should immediately be supplied. I feel that the only recommendation I may myself offer on the behalf of my "Diary," is that it was in reality written in the Dardanelles, and not in England.

That this journal will prove tolerably useful to travellers generally, I am vain enough to expect, taking as a standard not the *literati* of our London Societies, but the class of Tourists, who day by day are, thanks to the Southampton steamers, now to be found in the East.

I am not bold enough to write for "learned Pundits;" and I have even abstained from penning a page

or two on that tempting subject "The Troad," in sight of which classic spot the first paragraph of my "Diary" was commenced.

The concluding Sketch I have ventured to insert, entitled "The Pirates of the Archipelago," is reprinted to show that there is still a stern necessity to maintain an active naval force in the Levant for the protection of our commerce.

Each case of piracy, I have here referred to, *actually occurred*, and the capture of the "*Three Sisters*," near Gibraltar, at the close of the year 1848, proves, whatever may be asserted to the contrary, that with regard to Mediterranean Piracy, "the snake is but scotched, not killed."

Admiral Sir Charles Napier may now square all accounts with the Emperor of Morocco; but in Greece little safety can be expected without the continual pressure of a much stronger squadron than England usually stations in the "Arches."

United Yacht Club-house,
Feb. 1, 1849.

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† In Sauveboeuf's Travels it is asserted that “La tour de Léand possède une bonne source d'eau douce quoique sise sur un rocher milieu du canal.” [Vol. i. p. 17.] Wittman, about the year 18 aware that history records such a spring, sought, but discovered traces of its existence. This record is now regarded as having its foundation, in fact, than the intoxicating spring at Nukahiva in the Marquesas, or the wine-flavoured water of Andros. There are several Legends relating to the Maiden's Tower, which may be found in the works of Miss Pardoe, Spencer, and Macfarlane. The burdj or tower or the Koullè, as it is generally called, is small, and not half so imposing in appearance as the burdj on the islet in the bay of Nap di Romania.

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A

DIARY IN THE DARDANELLES.

MONDAY, 3rd OCTOBER, 1836.

FOR the first time during the present passage from England to Turkey, we have now, on our forty-second day from port, dropped the *Corsair's* anchor. Here are we at last, riding between the classic coast of Troy and Bozja Adassy, the small island of Tenedos, a fortnight having elapsed since we passed through the Straits of Malta. It is nearly sunset, and shoals of snorting porpoises, called by the Turks *domooz ballyghy*, or the pig-fish, are plashing and sporting around us. The berth we have taken up, in seven fathoms water, is about mid-channel, and six miles S.W. from the entrance to the Dardanelles. On our starboard bow is Beshika, or Besica Bay, an Asiatic anchorage. frequently of late years the rendezvous of an English fleet, and close to which spot H.M.S. *Ajax*, 74, was accidentally destroyed by fire in 1807.* Vourlah,

* Brenton's Naval History, vol. ii, p. 187.

another favourite anchorage, so often mentioned in the papers, lies within the Gulf of Smyrna.

Tuesday, 4th October.—As the *boiraz*, (the N.E. wind,) is steadily blowing down the Straits of Gallipoli—Gallipoli Boghâzy—the name by which the Dardanelles is generally set down in Turkish books, there seems but little chance this morning of our making much head against the current. Yet we valorously intend to weigh and try our fortune. Well may we exclaim in the words of the song,

“Cease rude Boreas, blustering railer,”

and pray, moreover, for a fair wind, so that we may *run* through the fourteen leagues distance we have next to perform. For the narrow strait of the Dardanelles, which connects the Grecian Archipelago with the Sea of Marmora, is but little more than forty miles in length, while in its reaches, it varies from merely one to some three or four miles in breadth.

Thus near, indeed, do the coast lines of Asia and Europe here approach each other, so very near that a stone ball weighing eight hundred weight may be easily thrown* from the batteries of either continent, over this the celebrated boundary strait that geographically divides them.

Sunset.—Much to our regret the cabin library, so hurriedly collected on leaving port, contains not the very three works we are most longing for, viz., “Walpole’s Memoirs relating to European and Asiatic Turkey,” “Slade’s Records,” and “Wittman’s Travels.” We can, with all our pains, discover or remember no others descriptive of the Dardanelles, except “Frankland,” and of course, our well-thumbed “Purdy;” the second volume of whose “New Sailing Directory for the Gulf of Venice and the Levantine Division of

* I have seen this feat effected.

the Mediterranean," (p.p. 157—167,) certainly contains a mass of useful information for vessels passing between the islands of Mitylene and Tenedos, and through the Dardanelles.

Purdy's work indicates sufficiently almost every danger, and is here an indispensable *vade-mecum*. I know not which is the most approved chart of the Straits, possibly the small one of the Admiralty, dated 17th of June, 1833, and published at the reasonable price of half-a-crown. This chart was originally drawn up from French and Spanish plans, and now contains the amendments made in 1830-31-32, by Captains E. Lyons and the Hon. F. Grey, of the Royal Navy, and by Captain R. D. Middleton of the merchant service. Yet, in these seas it is ever to be borne in mind, that the very best charts and the most lucid sailing directions cannot do away with the necessity for a vigilant look-out, and, still more, a frequent and careful use of the *lead* when near the shore. These two precautions are, in truth, duties which, strictly speaking, should be adhered to in all parts of the globe, but certainly in no part more rigidly than in the "shaky" dominions of King Otho and the Sultan of the Osmanlees.

It must not be forgotten that the Grecian Archipelago and Turkish shores have, "many a time and oft," experienced most remarkable convulsions of nature; and, as among numerous other interesting instances, it is known that even two islands emerged from the "vasty deep" in 1707, close to that of Santorini, or Santa Thira, (itself of submarine and volcanic origin,) which is situate below Milo, and to the northward of Candia; and as severe earthquakes* still

* Constantinople, Tuesday, 23rd of January, 1838, 9 P.M.
—We have just experienced two shocks of an earthquake. Sultan Mahmoud's third son, three years-old, has died this

continue to occur throughout the Levantine regions, we may at once see that soundings, though correctly taken, and as correctly recorded in our charts, may yet from time to time, by these convulsions and by other causes, become somewhat altered, and that thus any expected number of fathoms may occasionally be found much less or more than set down therein or in the books. To the *lead*, therefore, and also to the *eye*, must prudent mariners trust as well as to charts and sailing directions. If they rely blindly on *any* chart, however good, and neglect watching for those various indications which every seaman ought to attend to—if they watch not, for example, for those *discolorations in the stream*, which in and near the Hellespont generally give sufficient warning of adjacent danger—they will probably find themselves, in nine trips out of ten, (though apparently not shaving the shore too close,) suddenly aground, and hard and fast, where men and assistance are not easily obtained, or, if obtained, not always content with the sums asked, and given, and accepted. I can give a proof of this. In March, 1834, the schooner *Corsair*, the very vessel in which I now write, took the ground on one

evening; consequently a *firman* is issued, prohibiting any further balls or carnival rejoicings among the Franks for a certain number of days. * * * We subsequently found that this earthquake was exceedingly violent at Bucharest, the capital of Wallachia, where more than 300 houses were thrown to the ground, and nearly 100 people killed in a period of three days, during which the shocks were somewhat frequent. None were, however, felt after the 26th of January. Several mansions of the nobility, many houses, and the tower of the church of St. George, were toppled down. The tower crushed the roof of the church, and also a few shops erected near its walls, some of the tenants of which perished under the ruins. The whole of the south-west part of Hungary and Transylvania suffered considerably.—*Oriental Outlines*, p. 174.

of the sandy patches which extend along the main opposite Tenedos, the Greeks of which Turkish island soon came to her assistance, lightened and hove her off, and received their dollars, and then it was discovered that, although they had been closely watched by the *Corsair's* crew, and that of the *Gossamer* yacht, they had, nevertheless, cunningly concealed and carried away in their boats, cargo to the tune of six hundred pounds! This specimen of Romaic honesty occurred exactly two years and a half ago, not a mile from our anchorage of this morning. From that truly classic spot, where we had remained the previous night, Tenedos appears close on the *left*, and more seaward Lemnos; on the *right* is the plain of Troy, backed by magnificent mountains; *astern* the verdant and hilly coast (rich in woods and dotted with detached habitations and a few villages,) stretches southwards to Baba Buroon, near the ruins of Assos, visited by St. Paul.* Two leagues *ahead* yawns the embouchure of the Dardanelles, whose stream, dividing Europe from Asia, is here three miles broad, and rapid enough to rush into the *Ægæan* at the rate of about four miles an hour: to the northward and westward of the embouchure, rises the island of Imbros; to the southward of the embouchure, and about half way between its Trojan shore and Tenedos, (where the channel between the island and the main, seems about a league in width) are the Rabbit islands, five in number, not yet inhabited; and from their uninviting appearance not likely to obtain a human colony, while so much fertile land remains vacant in their vicinity. These were the "localities" we had in sight this morning, while the "mind's eye" was glancing back to the pages of Homer, and the brain

* Acts, ch. xx. v. 14.

and memory were not forgetful of Gell, and Dr. Clarke, and Leake, and Forchhammer, and a dim host of other tourists, to whose clan next year (1837) French Steamers* will afford such facilities for seeing the "Lions of the Levant," that a trip from the Thames to the Troad (*via* Marseilles) will, whether it become a fashionable tour or not, prove but an affair of a fortnight. Now, however, in 1836, no French *bateau-a-vapeur*, or English either, is ready for the station, and all wanderers by sea must, therefore, for a time, be content with canvas! And, indeed, in a tolerable wind, sailing must, to my mind, be ever preferable to steaming: but let that pass. I have

* The first steamer ever seen in Turkey (according to McFarlane,) was the *Swift*, which arrived at Stamboul from England in May, 1828. This solitary boat, purchased by an Armenian and two or three other persons for 350,000 piastres, was by them presented to Sultan Mahmoud, since deceased, whose son and successor, Abd-ul-Medjid, the present Sultan, can now, 1848, command from the windows of the Seraglio as good a show of smoking funnels as any monarch need desire to see, especially so very near his own palace.

The Austrians, who, previous to 1837, had some two or three passage-boats in Turkish waters, chiefly commanded by Englishmen, Mr. John Ford, Mr. Everson, Mr. Wade, and other officers, established in that season their Levantine lines on a grander scale, and in May or June of the same year (1837) the French followed the example. So that from Marseilles and Trieste, and the Danube, there is now no lack of steamers running regularly to Constantinople, which capital receives also Russian boats from Odessa, and one of these is also commanded by an Englishman. Not to be out of fashion, the Peninsular and Oriental Steam Navigation Company, of London, every month dispatch the *Iberia*, or some other of their fleet, to the "Golden Horn." To these craft may be added the Frank war steamers which occasionally visit the Bosphorus, as well as the Turkish and Egyptian vessels. The Turkish name for a steamer is *vapor gaymiasy*.

here only to log, that before day-light this morning we had symptoms of a coming breeze, and that, getting under weigh at 7 A.M., we beat past the several vessels clustered around us, got in due time to windward of the Rabbit Islands, and then standing on the starboard tack right across and *almost to the very beach of Imbros*, went about, and thence in one board, at 1 P.M., passed, not half a mile to leeward of Cape Greco, (*Helles Booroon*,) and into the Dardanelles, between the New Castle of Europe and some twenty square-rigged vessels of all nations riding at anchor under its formidable line of guns. Had it been necessary for the Turks to give our little craft such a broadside as they fired at Admiral Duckworth in February, 1807, we must have been smashed into "smithereens," for they could not have missed us had they tried. We were close in, and could even hear the word of command given to some soldiery on the ramparts. This fortress is named Sedd-ul-bahr Kalessy, but is better known to Englishmen as the Outer or New Castle of Europe.* The opposite Castle on the Asiatic side, is called Koom Kalessy.

Care should always be taken not to hug the shore near and just above the New Castle of Europe. We kept away a little, as certainly we ought, on the lead giving us but *fifteen feet*, and did not haul close to the wind again till clear of the little bay we immediately approached, in which, although there is anchorage, there is also much danger from rocks and shoals, many of the former being hereabouts above water

* A sketch of this and the other three principal fortifications of the Hellespont has been given by Tournefort; one of the fortresses—Killid-ul-Bahr—forms the vignette in the title page of "Oriental Outlines," and a view of the Strait from Nagara Point, looking to the southward, is printed in Captain Frankland's "Travels in Turkey," (1827.)

The breeze was dead against us, but we made considerable progress in our first two tacks, which led most of the wind-bound near Cape Greco to weigh and follow our example, and induced us steadily to persevere in beating. Off White Cliffs, or White Spots, (*Ak Yar*,) on the Asian side, a great number of craft had brought up, and I question, unless we had let go the anchor in thirty-five or forty fathoms, whether we could ourselves have found a berth among them. So we declined such deep water, passed on, made another board or two, found the current very strong, and the breeze somewhat decreasing, and ultimately, at 5 P.M., dropped our killick in 17 fathoms, half-way between White Cliffs and Barber Point; a village, name unknown, not quite two miles inland on the Asiatic side, bearing nearly S.E., and the two Inner Castles ahead of us being in sight from the deck. And in sight also was the whole entrance of the strait two leagues astern. While furling sails, the *Hind*, English man-of-war cutter,—which we had seen off Mitylene a few days ago,—anchored below us; rather nearer to our position was the French brig-of-war *Argus*; and ahead a Russian man-of-war schooner—which last vessel (as Capt. Candler of the *Tiber* informed us during the visit he kindly paid immediately on our arrival) wayed from White Cliffs this morning, and attempted to beat up towards the Inner Castles, but after all her efforts she could not get much above our present berth, where she yet remains. Before tripping her anchor she shipped ten sweeps of a side, to try what could be done against the current, but this power was found of little avail, and she had at length to rely on sails alone. The English merchant-schooners, *Cruizer* and *Clipper*, were more fortunate early in the afternoon, and succeeded in getting past the Inner Castles, after which it is easy enough to turn

into the Sea of Marmora, with the occasional discomfort of a little buffeting and delay near Gallipoli.

From the signals hoisted in reply to our number—shown both by Marryat's and by Watson's code—we found not only the *Tiber* here, but several friends on board the *Monmouth*, *Brisk*, *Hellespont*, *James*, and *Jane*, and other vessels. Out of the 200 sail now detained by these contrary winds, many have been here more than a month! There is no place in the world less suited to an impatient man than the Dardanelles in a northerly wind; that is, if he be in a sailing craft, and bound into the Sea of Marmora, whence, hour after hour, vessels are continually passing his anchorage with studding-sails set, in all the extacy of good luck, while he remains at anchor.

In these straits almost every Englishman complains of the difficulty of making himself understood, whether marketing ashore, or having a pilot aboard, for, with the exception of Mr. Lander,* the British Consul, his kinsman, Mr. Calvert, and their gigantic dragoman, Kakoucho Roosso, not a word of English seems to be known to any one in the Dardanelles. We intend visiting the Asiatic town of Tchanak Kalessey to-morrow, and happening to muster up a little Spanish and Italian among us, hope, should we *not* meet Kakoucho, still to pick up some other Hebrew conversant with one of these tongues as well as Turkish.

Succeeding in this we shall have but little difficulty to contend with in our ramble, and, moreover, in making our wants known through the "organ of speech," which is ever preferable to sign-making,

* Mr. Lander died at his post, and has been worthily succeeded as Consul by Mr. Calvert.

Gallic shrugs of the shoulders, shakes of the head, and other interesting motions.

It may here be remarked as somewhat curious that, although Persian and Arabic are taught to some extent in England, Turkish has been ever and still is *entirely* neglected; and yet Turkish will carry a man from Stamboul to China.

The European shore of the Dardanelles, so far as we can from our anchorage command a view of it, is hilly and well wooded, and somewhat resembles Mount Edgecumbe in Plymouth Sound, but the Asiatic shore is almost an open plain, though backed in the distance by a magnificent chain of mountains; but this plain is not uncultivated, nor is the valonea oak or other timber scarce.

I have already said that our present anchorage is below *Point Berber*, and above the hillocks, known as *Ak Yar* or White Cliffs, both on the Asiatic side of the strait. We had scarcely taken up this agreeable berth, when we were forcibly reminded of our early reading, in the "*Arabian Nights*," (long ere Lane's glorious translation appeared,) by witnessing the advance along the sandy road, on our starboard side, of a long string of camels, plodding on in "line ahead," attached to each other by cords, and led according to invariable custom by an *esheck*, a donkey, whose turbaned rider, some Ali Baba perhaps, seemed in his careless bearing to be thinking of nothing but the tcheboul, the pipe he was smoking, and the tinkling bells of his laden beasts. Soon afterwards a wicker cart, an arabah, with creaking wheels, and drawn by a drowsy buffalo, passed along the upper edge of the beach, and then a group of stalwart peasantry, apparently making the best of the way to their respective villages. European fashions had touched them not, for they wore bulky breeches and right orthodox turbans and beards.

The names for the buffalo are the *djamous*, *manda*, and *dumbath*, and also *su-syghyry*, or water-ox, but *djamous* is the term in most frequent use. The camel, whether of one or two humps, is called *deveh* in Turkish; *shootur* in Persian; and *djemel* in Arabic. *Ghazba* signifies a herd of camels, and *djemmaz*, a dromedary. The camel travels at the sober rate of three miles an hour, doing about thirty English miles a day.

Wednesday, 5th October.—Looking northwards from our present berth between White Cliffs and Barber Point we have an excellent view of that particular part of the *Boghaz* or strait which, according to general opinion, it requires a fair wind to pass. Five or six miles above us, the stream, passing between the Two *Old* Castles of Europe and Asia, narrows to three-fourths of a mile: six miles below us, where it is commanded by the *New* Castles of Europe and Asia, (built in 1658 by Mouhammad the Fourth, to check his enemies the Venetians in their flotillas,) it measures about three miles in width, and flows most rapidly into the Grecian Archipelago. These four castles are built in pairs, two being in Europe and two in Asia. The New Castle of Europe (below us) faces the New Castle of Asia; and the two Old, or “Inner Castles” (above us) also face each other. The *New* are but twelve miles below the *Old* Castles. There are several smaller fortifications in the intermediate part of the strait, none however exist on the Asiatic side between Barber Point and the New Castle on the Trojan shore. The hilly European side is better defended, having six or seven works in a space of ten or twelve miles. On the Asiatic shore guns have occasionally been placed on Barber Point; but there are none there now, (1836). A few field pieces are generally ranged on the hillocks im-

mediately south of the river which runs under the walls of Tchanak Kalessy; the Old Castle of Asia; the left flank of which structure is now visible from the deck, but not its front. In face of it is the Old Castle of Europe, the full front of which we can, hence, clearly distinguish, and, again, above this narrow pass at the Old Castles, there are several formidable *tabias*, or batteries on each side of the strait, scattered between Killid-ul-Bahr and Sestos; and Tchanak Kalessy and Abydos. These subject any hostile fleet to a cross-fire.

I may repeat that the length of the Dardanelles from the Old to the New Castles is but four leagues, within which distance we have now 200 sail at anchor. Instances have occasionally occurred of vessels remaining wind-bound in this spot for no less than three months! The *pinch* is, with a northerly wind, to pass between the *Old* Castles of Europe and Asia. Once get past this spot—where a rifle will kill from one continent to the other—and there is but little difficulty in the rest of the trip as far up as Constantinople, where the Bosphorus, five leagues in length, then presents a similar trial of patience to all who may be bound into the Black Sea. In the twelve miles we have here *always* to contest with the Dardanelles *current*, there is no danger except near the shore. Mid-channel the depth is thirty-five, forty, and sometimes fifty fathoms, or more. The European shore is high, with luxuriant valleys; the Asiatic shore generally low, undulating as it falls back to the distant range of mountains of the Idæan chain, which bound it to the eastward, and presenting to the eye what must be called a vast and beautiful plain, though certainly anything but a level in its appearance. On the European side, throughout these four leagues, the shore runs comparatively in a straight direction,

having some few picturesque bays and *baylets*, while on the Asiatic side the land so far recedes between Barber Point and the entrance of the Strait, as in one place to increase the width of the stream to nearly four miles; and, again, *above* Barber Point, the shore takes a considerable sweep or curve inwards. So that with a little attention the strength of the downward current may be here and there considerably avoided.

The Asiatic village S.E. of our anchorage we conjecture to be *Aran-Keuy*,* the temporary residence of the English Consul, who has just been burnt out of house and home at Tchanak Kalessey. I have often heard it regretted, that no one has yet published the names of every *Keuy*, or *Koo-ey*—the Turkish word for village—in this part of the Dardanelles, with, at least, their distances and bearings from Barber Point and White Cliffs, and the names of the “odds and ends” they could respectively furnish. Such information may not be absolutely necessary to the blue-jacket, yet it would often benefit him as well as the tourist, and satisfactorily fill many an inch or two of unoccupied space in our maps and charts. To any one who may leave a ship at one point, to rejoin at another, the name of every place, and its relative bearing and distance from its neighbours and the shore, is of much consequence; at all events, in this part of Turkey, especially when it may be necessary to travel by night, and a man is tied for time, has a make-shift guide, none at all, or one not too much to be trusted. This point has often come

* I do not know the exact name of this village; it is also called Renny-Keuy. Probably the right name is Rana-Keuy, *rana* signifying in Arabic *beautiful*, and *Keuy* village. *Arin* means “foret” “bois.”

home to benighted travellers, to officers carrying despatches, and to others wrecked on the coast.

To the wind-bound, such knowledge would be very useful. In the first place, the villages are not numerous, and not very near the shore, so that captains, rather than walk their people a mile or two to seek some hamlet discovered from the ship, on the mere *chance* of getting what they actually want, now prefer going up to Tchanak Kalessy at once, however distant, where they can make *sure* of what they require. *But while absent these three or four hours they may, and often do, lose the opportunity of getting past the "Inner Castles,"* and are consequently detained for days or weeks longer than they might have been, could they have got on board again soon after the favourable breeze sprung up, or, at least, before it subsequently died away. Now, if we knew the country better than we yet do, and what supplies it possesses, and where; might not most of our wants be sufficiently met and satisfied, not only at Tchanak Kalessy, but at the villages more adjacent to the several anchorages?

In reality, but little is known of the Asiatic villages on the whole route between Alexandria Troas, opposite Tenedos, and the Sea of Marmora. We can only say, that in books and maps likely to be correct, Enâe and Boonabashy are on the left bank of the Scamander, or Mendère; Sheblac, or Tchiblac, on its right bank, and rather nearer to the Dardanelles; that three hours beyond Sheblac, travelling northwards, Hallil Elly is found, about half-way between which and Tchanak Kalessy—distant from each other some thirty miles—stands Ghiaour-Keuy, somewhere near White Cliffs, above which we are now at anchor. In this neighbourhood, also, are said to be situate the villages of Eet Guelmess and Coos Kouy. Whether

Ghiaour-Keuy, and Aran-Keuy, or Renny-Keuy, are one and the same, I know not; but, of course, most of the other places I have mentioned, being several leagues off, cannot well be seen from the ship. But still a few hamlets are prettily peeping out amidst the woods of the plains and acclivities on our right; their names we know not.

We have not been able to discover any villages on the *European* side of the strait, between the Inner and Outer Castles, though our spyglass, our *doorbin*, has lighted on several hill-side detached residences erected in very enviable positions. The extensive prospect enjoyed by their inhabitants defies description, for they have not only the beauties of nature before and beside them, in her lovely hills, and dales, and valleys, and woods, and meadows, and mountains, but the scene is varied by passing fleets under every flag, by frowning fortresses, by mosque and minaret, and in the distance by the wide expanse of the White Sea—the Ak Deneez—as the Turk's term the Grecian Archipelago, which they also call the Bahr Ebiaz. *Itch Deneez* means the Mediterranean. There are other names for the *Ægean*, which being translated, signify the "Sea of Islands." The Black Sea, the Euxine, is called the Kara Deneez.

October 5th.—This morning the northerly wind still continuing, we deferred visiting any of the villages, and determined to give the Asiatic town of Tchanak Kaleessy the preference. We therefore breakfasted early, and my friend, Mr. W. B. Cuming, and myself left the ship about 7 A.M., in a four-oared gig, and arrived at our destination at 8h. 30m. A.M., taking nearly an hour and a half to row a couple of leagues. The current was of course the chief cause of our not making more rapid progress. Keeping the Asiatic shore close on board, we had an

opportunity of gazing at every variety of shipping moored or anchored on our larboard hand, and on the starboard side wound a sandy road within pistol-shot, along which laden camels, horses, mules, and asses were continually proceeding under the guidance of the country-folks, towards the town we were ourselves about to visit, where it happened to be *Bazaar-goony*, the weekly market-day, (Wednesday). The groups formed by these people (clad in every variety of Turkish costume) as they themselves progressed or halted to water their cattle at the square-built fountains by the road-side were very interesting. Many of the men were armed. We chanced to fall in with Kakoucho Roosso, the Consul's Dragoman,* who was riding down to Mr. Lander's, and so shoal was it in this part of the Strait, that when we had approached him as near as we could, he still had to take up a position in the stream to converse with us without bawling to make himself heard.

Kakoucho is as well known to frequenters of the Dardanelles by the inappropriate name of "Jacob," as by his legitimate appellation. He told us that some pirates had been at work in the Straits as recently as the 10th of September. On that date they boarded the *Margaret*, a British merchantman, in the night, and instantly murdered the only man on deck. The vessel was at anchor near Cape Janissary (*Yenisher Booroon*) at the entrance of the Strait, on the Asiatic side near Tenedos. But as the *Margaret* was in ballast the pirates obtained no booty. This occurred less than a month ago.

"What's the Turkish for 'horse?'" said one of us to the Dragoman, by way of keeping up a little con-

* The Turkish word for interpreter is "Terdjuman," but "Dragoman," derived from the Greek, is in more common use.

versation, after our six weeks' separation from shore society.

"The name for a '*horse*' is '*at*,'" replied Kakoucho.

"D'ye hear that, Jack," observed one of our crew, *sotto voce*, to the bowman, "d'ye hear that; them outlandish fellers here calls a *horse* a *hat*. My eyes, wot a set of muffs; they might as well call a *turban* a *horse*."

"And not without reason," thought I, "for they both go on *a-head* sometimes."

Kakoucho expressed his regret that he could not return with us to "The Castles," but said we should find a Tchaoush somewhere among the ruins of the Consulate, who, knowing Italian, would accompany us during our purchases, and sufficiently supply his own absence. Then striking his shovel-stirrups against the sides of his frisky steed, for spurs are almost unknown, he rode on his way, smiling at our giving him the *salaam aleikoum* in the most approved style of Frank pronunciation. This part of the shore, and on towards the Troad, abounds with tortoises, (*Kaploumbagha*.)

Resuming our upward course, many a *boonar* or spring was seen close upon the water's edge, bubbling up out of the beach and sands; of some of these we tasted, and found them perfectly fresh and good; much game, particularly partridges, also rose within shot; and shoals of small fish occasionally passed near us.

Off Barber's Point* there are extensive flats, to

* Why this should be called "Barber's Point" I know not. Perhaps the proper name may be *Parbar Booroon*. *Parbar* is a Persian word, signifying a residence, and a solitary house actually stands near this point. Or *Berber-Booroon* may simply mean "The Outer Point," *berber* sig-

which a good berth must be given, even in a boat. On this part of the shore there is a small house, and also a turf battery where about twenty guns *might be* placed, but there are none on the spot at present. This work was thrown up in 1807, by Hajji Dervish Aga. Rounding Barber's Point, a bay is reached, above which a small river runs into the Strait, covered with ducks and geese, and forming apparently the chief rendezvous of all the washerwomen in the neighbourhood. In winter I am told this becomes a furious stream. A river is called in Turkish *djoui*, or *tchai*, or *irmak*, or simply *su*.

Immediately to the north of this river rises the *Castle of Tchanak Kalessey*, the Inner or Old Castle of Asia. Pulling close under its guns, we saw groups of the *top-tchees* (artillerymen) sitting cross-legged between them, eating their morning meal, each group forming a circle, and resembling schoolboys playing at "hunt the slipper." The majority of them seemed not twenty years of age. They wore short blue jackets and white cross-belts, and the red Fez instead of turbans. A *davouljee*, a drummer, had just beat them to their meal. Was Byron right in using the word *tambourji* to signify a drummer?

"Tambourji, tambourji, thy larum afar."

Above the Castle there was an immense space covered with ruins, occasioned by the *yanghin*, the terrific fire which two months since destroyed in three hours all the Consulates, except the Russian, as well as 150 houses and 187 shops, and the Pasha's palace.

On these ruins tents (*tchadeer*) were now pitched, in which a brisk trade was driving in fish, vegetables, fruits, and poultry; and a solitary baker's, whose

nifying in Kieffer and Bianchi's Turkish Dictionary, "*au-dessus*," "*en dehors*." (vide vol. i, p. 199.) as well as a "Barber."

oven having been so long accustomed to fire, had successfully resisted the conflagration, which had burnt down everything around him, except a solitary minaret, was surrounded by crowds purchasing his loaves of *eckmeck*. His *sistra*, his baker's peel, was in full employment. On the north bastion of the Castle, overlooking the ruins, an animated conversation, if we may ever judge from gesture and action, was going on between some Turkish officers of the Nizam Djedid relative to the Russian man-of-war schooner, previously alluded to, which thus early in the morning was again attempting to *beat* past the fortifications, that, one in Asia and the other in Europe, are here, as I have already said, not a mile distant from each other. In this, she had at last, the good fortune to succeed.

It is probable that the current is rather slack in the morning, and increases in strength as the day advances. After sunset it very frequently becomes weaker, and there is said to be a perceptible increase in the depth of water near Tchanak Kaleassy. *But no vessel is permitted to pass this point after sunset*, and an infringement of the rule inevitably brings a ball or two about your ears, a Turkish custom, sometimes imitated in the day-time at Tariffa in the Straits of Gibraltar.

A few days since, a Yankee, during the contrary wind, gave the "*Maria Dorothea*," steamer eighty dollars to be towed ten miles. Thus she got past the dreaded Inner Castles, but the steamer had great difficulty in making head against the current with the "cargo of notions" she had taken in tow. A steam tug for towing up windbound vessels might prove a good speculation in these parts, especially as coal is reported to have been recently discovered near the Sea of Marmora. Pit-coal is called *Tash* (or *Yer*) *Keumury*, and charcoal *Aghadj Keumury*.

The town of Tchanak Kalessy, also called Sultanieh Kalessy, is the proper residence of the official Pasha, the Governor of the Straits. About half-a-dozen Frank Consulates are, therefore, fixed here, whose flags are now flying over a mass of blackened ruins. Among them are the National colours of England, Holland, France, Austria, Sardinia, Russia, and Greece.

We landed when our boat reached its destination above the Castle, at a platform connected with the English Consulate, close to which there is an oyster bed, *istridia*; found our Tchaoush; and, business, before pleasure, made our way through the remains of a street at right angles to the shore, to the shop of the *Kassab*, the *only* butcher of the place. We found this worthy seated on a table, at the upper end of his *dookyan* or shop, smoking a pipe a fathom in length. He handed this *tchibook* to one of our party, who, from its well-filled red *looleh*, soon added a cloud or two of smoke to the volumes already floating among the cobwebs which hung from the roof of the room, and which for size and appearance would do honour to an English wine-cellar. The *kassab* noted down our wants with his *kahlem*, his reed-pen, writing from right to left on his knee; and on his calling out "*beer ko-yoon!*" a sheep was immediately brought to the front of the shop, three of his legs tied together, his head held over a small well, and his throat cut, the blood falling not on the floor but into the well; his head was next taken off to be sold to the *Bashjee* for baking, then his skin disappeared, his intestines (*baghyrsaq*) followed; and at last, when thus prepared, the weight was taken by a sort of *steel-yard*. Fruit and fish are weighed in *scales*.

During these operations at the butcher's, the street-dogs almost emptied the little well of its warm con-

tents ! After paying 30 piastres for our sheep, which weighed 35lbs. English, it was sent down to the boat by a Turkish *Hammal*, or porter, unattended. There was no fear of his running away with his burden. The *lower orders* of the Turks are honest to the very highest degree.

We next, leaving Tchaoush *en bas*, called on Signor Nicholas Vitalis, the Greek Consul, who shewed us a despatch, stating, that 600 persons were dying daily at Constantinople of *plague*. This gentleman, who conversed with us in French, also gave us pipes, preserves, iced-water, and coffee. Such hospitality is offered on almost every visit in these parts.

The late fire has destroyed all the wine-stores. We however succeeded in getting a private cask, *vice* English butter exchanged in barter. The shop of the *Bakkal*, the chandler, is the proper mart for butter, oil, cheese, candles, &c. Visiting the potteries near the windmills above the town, I bought as *souvenirs* of the trip, three green vases, seven plates, and two jugs, for twenty-pence English. The shape of the vases is elegant. This place carries on a very extensive trade in its crockery, which is of a rough, but useful description.

With regard to money, Spanish or Austrian dollars, best known to the Turk as *rials*, are most useful in making purchases. Of Turkish coin forty paras, equal one groosh or piastre (two-pence half-penny English), five piastres go to the shilling; and rather more than a hundred piastres are given in exchange for a sovereign, say one hundred and ten.

Tchanak Kalessy, which is built on a dead flat, takes its name from the Potteries, tchanak signifying earthenware, or crockery. Some one has translated the name of this place into Pot Castle.

Our supply of fowls we got from a female higgler, closely muffled up, in all but one eye; and we obtained our vegetables, (and some pods of cotton, *pam-book*, as specimens) from the garden of a Greek outside the town. Before entering this garden we passed through a large room in which was a high wine-press, the top of which we reached by a ladder, and found a Greek inside stamping with naked feet upon cart-loads of grapes, with which he was being supplied by men whose wicker *arabaks*, filled with this luscious fruit and *horsed by buffaloes*, were at the door. In other parts of the town oxen and horses, asses, and mules, were employed on the same Bacchanalian service. This, the month of October, is the proper season for wine-making. The streets are here very narrow, and the paving horribly bad, where there is any at all. Grapes are now hanging across many of the thoroughfares, the bunches dangling between planks, which temporarily extend from house to house, and quite within reach of the numerous passengers and camels plodding by. A wistful eye at a passing *arabak* led to a Turk's instantly handing us a bunch or two of its contents. The native word for grape is *oozoom*. We had the pleasure of returning this civility to one of the "Faithful" by taking him down in our boat to his little schooner (laden chock-full of figs strung on straws and reeds,) moored above Barber's Point. He had just arrived in the Straits from Stanko, the island of Cos, situate above Rhodes, and opposite the coast of the ancient Caria. To Cos we are indebted in England for the Cos lettuce, a vegetable which among others is to be had in perfection from the gardens of Tchanak Kalessey. But potatoes are here scarcely obtainable or eatable. The Turks do not delight in them. And apparently the Greeks are of the same opinion.

When first introduced, the Turks declared them a fruit, and held they should be eaten *raw*.

In common parlance, this place is spoken of as Tchanak *Kaleh*, instead of *Kalessy*, which latter is the more grammatical. It contains a dozen mosques, and about two thousand houses, the greater portion of which are built of wood. Those in the main street are somewhat of the Swiss style. This street is as straight as a *Jereed*, runs at right angles to the line of beach, and leads to the Hebrew Quarter of the town, which possesses a good synagogue, (*Khavrah*.) The Frank Consulates and the seaward face of the Castle almost monopolize the whole shore, they are literally but a boat's length from the water of the strait. Behind and parallel with the Consulates is a long street, called, by the blue-jackets, "The Strand," extending northward from the Castle, past the Consulates, on to the Potteries and a line of wind-mills, at the further end of the town. "The Strand" is almost full of crockery shops and wine stores, but here also are the post and steam-packet offices, both of recent establishment, and a small *djamee* or *mesdjid*. Of these two sorts of mosques the latter is the inferior in rank. Beyond the wind-mills are a large cemetery and the *kishlac*, the infantry barracks, and hence keeping to the right and making a circuit round the outside of the town, southwards, towards the river, below the Castle, some excellent gardens are reached. These *baghtchês*, or *bostans*, or *djennets* are chiefly in the hands of Greeks.

On the right bank of the river is a wall built as a protection from the floods of winter, and in this neighbourhood also are the decaying field-works thrown up by the Russians in 1832, on the advance of Ibrahim Pasha* after the battles of Homs and Koniah.

* Died in Egypt 10th November, 1848.

The centre of the town of Tchanak Kaleh is formed of a network of streets, narrow, dark, dirty, and generally uninteresting, but here and there their unsightly appearance is relieved by a pretty fountain or mosque, with its taper and towering minaret, or a lively barber's shop, *berber dookiany*, or by some building larger than its neighbours, used as an *hammam*, a bath. In one part of the town stands a Greek church, in which is the grave of an English Consul. There is no Protestant church or chaplain in the place. But even the great city of Smyrna is occasionally in the same predicament as to a clergyman.

Immediately opposite to Tchanak Kalessy, and on the European side of the strait, are the town and fortress of "Killid-ul-Bahr," which name, being translated, signifies the "Lock of the Sea." The town creeps up the hill-side, and its outskirts are well-wooded, the *servy*, the cypress tree, being very conspicuous in every quarter. This tree is commonly termed the *selvy*, as well as the *servy*, and sometimes simply the *selv* or *serv*. Of the two latter words the former is Turkish and the other Arabic.

Just above Killid-ul-Bahr, the European shore falls back for some considerable distance, and then resumes its former direction. In the bay thus made, stands the Greek town of Maita or Mito, where, it is asserted, the inhabitants are not susceptible of the plague, the *yoomoorjak*; and where infected persons, occasionally brought thither by stealth, have all recovered.

Maita is just below the site of Sestos, and opposite to Abydos and Nagara, which last are distant by land about a league from Tchanak Kalessy, on the Asian side. I know not whether Maita is proof against cholera-morbus, here called Kara-sarylyk, and Kolera-'yllety, as well as *Kolera-mourbous*.

From Tchanak Kalessy, the route to Lamsaki, on the Asian side of the Strait, as pursued by Professor Carlisle and Dr. Hunt in 1801, passes Tchanak Kalessy, Karadjo, Narla, Karajouree, Moussah, Yapoosak, Gangerlee, Beergan, and then, after crossing two rivers, Lamsaki, (the ancient Lamsacus,) is reached; above which are Sarthaki, Jouragee, and Camaris, or Kemeris; the last of which *outside* the Dardanelles, on the Asiatic shore of the sea of Marmora, has been surveyed by Mr. C. Tyers, R.N., and occasionally adds a man-of-war to the Ottoman fleet. Tournefort mentions Chardac, or Camanar, as opposite to Gallipoli, (within the Straits) the environs of which European city and the ground southwards to Maito, near the *Old* Castle of Europe, have been explored by Commander Slade, author of "Turkey, Greece, and Malta," and of several other useful and amusing works.

But of all the places in the Strait, on either shore, Tchanak Kalessy is decidedly the most important. Gallipoli, which ranks next, is more time-honoured, but it now seems to have had its day.

The Straits are more crowded with shipping in Autumn than at any other season, and when "Jack" gets ashore among the turbaned Turks, laughable are the scenes that continually occur. The difficulties, however, of marketing are easily enough to be surmounted. When the Frank has acquired even half a dozen sentences of Turkish, he will be surprised at the facility with which he and the natives understand one another. He stops, for instance, before piles of vegetables and fruit spread on the ground. The seller, for a moment moving his long pipe from his mouth, exclaims "*Neh istersin?*" "What do you want?" The purchaser points to the article he desires, and replies "*Bu nesteh,*" "this thing," or

"*O nesteh*," "that thing;" for *nesteh* or *nesneh*, answers almost to the English word "thingumbob," and is used when the proper name is not known or cannot at the moment be remembered. "*Katch groosh?*" "How many piastres?" continues the buyer. The Turk here holds up his fingers and deliberately counts on them the desired number. A nod of intelligence is exchanged. A handful of dollars or of Turkish coin is next held out, and the vendor takes his money; and honestly too, neither more nor less than his due. But the sentence, "*Katch groosh*," must be sometimes changed to "*Katch para*." "How many paras?" for vegetables, fruit, and bread, and *sherrab* or wine are so ridiculously cheap in these parts that, although a single groosh or piastre amounts to but twopence halfpenny English, that sum would be found too much for such articles, among others, as melons, two or three of which may, at all times, be purchased for a single piastre or forty paras. Nearly everything is sold by weight, by the oke, which is equivalent to $2\frac{3}{4}$ lbs. English. I have myself bought six loaves, weighing altogether one oke, for eight paras, or one halfpenny English. A quart of wine may be had for a penny, or a little more; grapes, figs, olives, onions, apples, oranges, eggs, honey, and poultry, are also exceedingly reasonable. One skipper we met with, was so pleased with this cheap Asiatic market, that he took on board several *sacks* of onions, enough to last him, in our opinion, for a voyage round the world. The native word for onion is *soghan*. The butter and cheese of these regions will not suit the palate of the English, nor do they seem much to relish, as the Greeks and Turks certainly do, either *Botargo* or the celebrated dry and brown *Caviâr*. But the cooling dainties, called *Kymak* and *Yahoort*, are in high favour, one

being something like Devonshire junket, or curds and whey, and the other not very different from it, except that it is somewhat acid in taste.* As for *Kebab*, and *Orman Kebab*, and divers dishes of *dolma*, and other meats, and *pillau*, we have not yet had an opportunity of tasting them at *Tchanak Kalessey*.

Thursday, 6th October—In returning yesterday from "The Castles," we were nearly capsized owing to the current and swell over the shoals near Barber's Point—the boat being heavily laden with provisions,—and the northerly breeze so strong that, though running, we could only carry a fore and aft-fore-sail. To-day at noon it blew a gale. The French brig-of-war veered cable, and struck top-gallant yards and masts; we also veered, and a schooner to leeward let go a second anchor, and subsequently a third. It has been too rough to go ashore to-day without difficulty, although almost within a stone's throw of the land. A schooner on our larboard bow drifted, and succeeded in bringing up again lower down; but a brig drove out into the *Ægean* from her anchorage at the entrance of the Straits, above the New Castles. She made sail for the Asiatic shore, but could not re-enter. We ourselves rode well at single anchor, with 75 fathoms of chain. A schooner within hail of us imprudently sent her boat ashore before noon, and notwithstanding the desperate efforts of the crew to get on board again, they were driven half a mile to leeward, and obliged to hang on to a Greek brig for six hours. A beef-cask and hawser was ultimately floated as near to them as possible, which by making a regular regatta-effort they pulled up to, and suc-

* Receipts for these articles may be found in Fellows' "Excursion in Asia Minor," p. 95; Russell's "Aleppo," vol. i, p. 370; Eton's Survey, p. 227, and elsewhere. One particular sort of Yahoort is called *Seuzmeh*.

ceeded in clutching, and by these means rejoined their vessel. No one can have an idea of the great strength of the Dardanelles current till he has pulled against it in a northerly breeze.

October 7th.—This is our fourth day of anchorage here, (*below* Barber Point). Nearly all the adjacent vessels have drifted a little, under the gale, but we still hold on, hoping the wind may, when it *does* shift, not fly to the westward, as we have discovered shoal water between us and the beach. To tail in hereabouts would not be over pleasant, though while the wind holds in its present quarter, we ride far better than our neighbours.

At sunset the weather moderated, and we went ashore. Saw several natural wells (*boonar*), about a foot deep, close to the beach, where excellent water may be obtained in some quantity. In our walk we stood northwards, passed through a great deal of wheat, growing on a sandy and stony soil, intermixed with weeds and stubble, stronger almost than any I have ever previously seen. I believe the people manage to get two crops of grain every year.

There is no maintained road here, but a mere track passing generally over or in sight of the beach. A caik was loading sawed planks which mules brought down to her.* The planks were lashed to their backs diagonally, one end nearly on the ground, and the other high in air; one end almost touching their hind heels, and the other a foot or two over their heads. At a stone-building some seven feet high, behind which there is an artificial well, (*Kouïou*,) we fell in with a group of fishermen, without any fish; but having a goat, and two of Pharoah's lean kine for sale, not good enough for ship's use, or suitable to our

* This was a cargo of *Kiarasteh*, i.e. bullding materials,

taste. These fellows were mightily pleased with the *bakshish*, the present of a common English knife, and permission to look through our spy-glasses. Close to their hut, stakes were driven into the sea, forming two sides of a square, the land forming the third side, and the fourth being open and facing the current. The downward stream had not this evening yet driven any fish into their *balyk-aghy*, their nets, which were made in three parts, the two outer being composed of large meshes, and the middle of small. The sides of these three nets were all lashed together. Within the hut a man, in extraordinary costume, was lying at length, cooking supper, with his face near a roaring fire. I longed to take a sketch of him.

The price of fish is here two piastres the *okah*, or oke, as we Franks call it, that is five-pence English, for two pounds and three-quarters. The supply is not so plentiful as might be expected, the Strait not being by any means so good a fishing ground as the Sea of Marmora above it. *Ballick* or *balyk* is the Turkish word for fish*, and *Ballick-Bazaar* signifies fish-market.

Saturday, 8th October.—Wind still contrary, but weather more moderate. The *Maria Dorothea*, Austrian steamer, passed up from Smyrna; we boarded the *Hellespont* brig, 176 tons, Capt. Longridge, lying about a mile below us, and got the doctor of the *Argus* (French) to dress the captain's leg, seriously injured recently at Milo. Found the master of the *Monmouth* (Adams) detailing his recent scuffle and quarrel with the Genoese crew of the *Sacra Familia* who had taken possession of his anchor, which however, the *Hind*, man-of-war cutter, recovered for

* The various modes of fishing in the Dardanelles are described in Walpole's *Memoirs of Turkey*, pages 276-278.

him; and "last not least" we now learnt from Capt. Longridge himself that the *Hellespont* which we had passed on Tuesday last at anchor near Cape Greco, six miles from our present berth, had on the following night at 9 P.M., (Oct. 5th, 1836,) been boarded and plundered by pirates.* Two of her crew were wounded in attempting a useless defence.

Sunday, 9th October.—Wind more moderate, but still contrary. Again rowed up to Tchanak Kalesy, and this day we were attended through the town, not by the Tchaoush, but by Kakoucho himself. He informed us that the Governor of the Hellespont, Mehamet Pasha, had heard of the piracy on board Capt. Longridge's vessel, and that he was using strenuous exertions to discover the culprits in this case, as well as in that of the 10th ult., which occurred off Cape Yenicher, immediately opposite to the spot where the *Hellespont* was plundered, and which terminated less fortunately since one of the crew lost his life. The former ship's name I understood to be the *Margaret*.

During this trip to Tchanak Kalesy, we visited a synagogue, Greek church, mosque, and a bath; the last quite bore out Capt. Frankland's description in his "Travels in Turkey," (vol. i, p. 249,) which work we have on board. Strolling along between the consulate and the fortress, we saw Mehamet Pasha leave the Castle of Europe in a ten-oared barge, and land on a very small wooden jetty, just above the Castle of Asia. He was attended by a telescope-

* This piracy is mentioned at length in "Words for the Windbound," p. 15. I may here add, that two children were on board the *Hellespont*, as well as two ladies, a circumstance which, fortunately, the pirates did not know. For other cases see the "Nautical Magazine," p. 219, April, 1844, and *vide* also Colburn's "New Monthly Magazine" for September, 1848, p. 24.

bearer, sword-bearer, and other officers; was received by a group of the grandees of the garrison, and forthwith proceeded to inspect some of the new levy for the artillery of Stamboul. The Pasha was dressed in white European trousers, a blue *surtout* and cloak, and a red fez, with the usual blue and bulky fringe tassel. One of this worthy's recent exploits was an order to fire at a fishing-boat, at anchor on the opposite side of the Strait. The stone shot happening to hit the mark, smashed the boat to atoms, but luckily the men in her were only two, and they both miraculously escaped unhurt. Mehamet, proud of his *top-tchees'* skill, gave the poor fishermen a new craft, and did not appear to think he had put their lives in any unnecessary danger by his experiment. The Pasha's only object was to ascertain the range of his monster guns.

Before returning on board the *Corsair*, our party smoked both the tchibouque and the narghileh in a tent by the water-side, and drank a finjann or two of coffee, which is taken without milk or sugar by the natives. After speaking the words "*Khâveh getteer*," "bring some coffee;" "*sood illeh*" must be added if milk is required in it; and "*shecker illeh*" for sugar. "*Beer attesh*" is the phrase to obtain a lighted coal for your pipe.

Landing again in the evening, and walking near "White Cliffs," we fell in with Mr. Longridge, jun., who mentioned his suspicions that the pirates* were

* Even in 1848, piracy was found existing in the Grecian Archipelago, and parts adjacent. The *Morning Herald*, of July 10th, 1848, contains a letter from Constantinople, dated 21st of June, 1848, stating that, "Admiral Maashouck Pasha sails on Thursday, with a frigate, two corvettes, two steamers, and several other light vessels, for the purpose of hunting down the pirates."

some men, who on Tuesday morning, came on board the *Hellespont* to sell fruit, and who were then very prying, and eager to get down into the cabin. In their night attacks the ruffians generally succeed, as it is too much the fashion when at anchor in these parts, to keep but one hand on deck. There ought to be three of the crew at least, and well armed. Before regaining the beach, we met one Ibrahim Aga, who made us understand he lived at the adjacent village, and produced a bundle of certificates, written by English masters, whom he had from time to time furnished with supplies. His mule was carrying salt (*touz*)* in one hamper, and raisins (*kourou ouzoum*) in the other, of which latter he gave us to eat. We got on board just as the evening gun was fired, and the drums of the French brig *Argus* were beating most boisterously.

Monday, 10th October.—About noon, to-day, a tolerably fair wind, but very light, sprung up, our friends of the *Argus* beat to quarters, loosed and set sail, and shipped ten sweeps, and a hundred vessels of all nations, rigs, and sizes got under weigh as fast as possible, nearly the whole of them also, had a boat a-head, towing. Every now and then it fell dead calm, and drifting and fouling to some extent was the consequence.

We, ourselves, started or lost nothing but a top-gallant-downhaul; got aground on the European side for a few minutes, but carrying out a kedge easily hove off; nearly lost our main-boom from a flaw which brought up a vessel astern into sudden and unwelcome contact; and finding the current driving us again into shoal water, anchored. Just before sunset the breeze

* "*Touz veh etmeck hakky*," means the "bond of bread and salt."

freshened, and we managed to reach and anchor in a bay, below the Old Castle of Europe, and spent the evening on board the *Brisk*, which schooner was lying some little distance a-head of us.

This afternoon a splendid double-banked French frigate, painted ports, *rouge et noir*, with a broad pendant came down the Dardanelles, and saluted the Turkish flag, (red, with white crescent and white star,) which was returned in bad time by the guns of Tchanak Kalessy. The *Argus* also saluted her countryman, but in a very slovenly manner.

Tuesday, 11th October.—Wind again contrary, fine weather and calm. Spoke the *Maria Dorothea* steamer, for the third time since our detention here. We have not sailed nine miles in nine days, during which period she has twice visited both Constantinople and Smyrna, distant from each other eighty leagues.

Five of us landed in the bay, and found a *souvad*, an excellent watering place, built of stone, with a square stone basin below it, and surrounded with a beautiful group of trees. A rough road winds along this part of the European shore, the chief traffic on which has consisted to-day of grape or wood-laden donkeys. Hills rise from this beach to some height and distance covered with firs, pines, planes, cypress, and fruit trees; on the left of this *souvad* or fontana, there is a fine valley, and a second watering-place.

We scrambled along the right of the valley (or *dereh*), saw plenty of figs, grapes, and olives, and cotton-plants (*pambook aghadjy*), which last a man's hat could, in most cases, have covered. We uprooted one to bring on board, which the jabbering of some Turkish field-labourers prevented. Striking into a rugged path bordered by trees in luxuriant foliage, we marched on northwards along the heights, towards

the Inner Castles, with verdant declivities on our right, and the crowded Dardanelles winding below us. The view was splendid, but the startling screams of two unveiled women, and some children, suddenly informed us we were considered trespassers, and hearing shouts uttered by some turbaned gentlemen close to us, we were unaccountably seized with a panic, rushed past a solitary and very neat little dwelling, wore round, and re-passed it *karish-mourish*, pell-mell, on sighting certain Othellos, and made a regular steeple-chase race down to the beach, where we all laughed heartily at our cowardice. From the watering-place we hailed a boat, and returned on board. Had we known the language we should not have run away.

In the afternoon, a light air enabled us to stand across once again to the Asiatic shore, and here we have brought up *above* Barber's Point, a Turkish man-of-war barque astern of us, and a Greek schooner filled with soldiers a-head, who, at 7 P.M., were inspected by a dashing military officer, who arrived in a double-banked ten-oared barge, from the Asiatic Castle, which bears N. $\frac{3}{4}$ E., from our present berth, distant about two miles. We heard afterwards he was an *Alai Emini*, (a Major). On the hills, northward of the town of Tchanak Kale, half way up the ascent, and on our larboard bow, is an encampment of green tents. We are completely surrounded by merchantmen; a fine steamer has passed up this evening, and a beautiful man-of-war cutter under Russian colours gone down. H.M. cutter *Hind*, and ourselves, have merely changed anchorages to-day in our fruitless endeavour to pass the Castles; she having left the Asiatic shore for the European, and we the European for the Asiatic. Such are the daily incidents and disappointments in the Dardanelles, where a steam-

tug might obviate all delays; yet, we do not complain of our slow progress, since the eye ever misses much by travelling at railroad pace. "Take it easy," says the Turk.

Wednesday, 12th October. — Sent a boat to Tchanak Kaleassy, and the men came back wondering how it was that melons are here as cheap as cabbages, nearly three pounds of either costing but one halfpenny English! The different sorts of melon are the Shamameh, the Kavoun, and the Karpouz or water-melon. Twelve pounds of onions (*soghan*) for one piastre, or twopence halfpenny! News having arrived from the capital that *there has been no rain for eight months, and that water is sixpence the skin!* we despatched the long-boat to the adjacent sandy beach, and at a fontana, a few fathoms inland, filled up six of our casks. Some Italian sailors who were smoking cigars, carelessly set the furze on fire, which a gang of Turkish tars belonging to the barque had some trouble to extinguish.

This fontana has but one spout to its three troughs, and watering is slow work, especially as one ship takes all she requires before a second takes a drop. "*Su*" is the Turkish word for water; which, when very clear, or having been passed through a filter, is called "*dhory*."

The officer in command of the Turkish watering party performed the *abdest*, the religious ablution, and then said his prayers on the beach with all the ceremonies and prostrations enjoined by the prophet. Of course we stood apart, and his men went on with their duty. The five daily prayers or *nemaz* of the Turks take place at forty-five minutes before sunrise, at forty minutes after noon, (that is, forty minutes past six o'clock, Turkish time,) at the moment which

separates into two equal portions, the interval between noon and sunset, at twenty minutes after sunset, and at about two and a-half hours after sunset. During this pious officer's nemaz, a batch of Italian sailors were playing chuck-stone; their laughter disturbed not the devotee.

Thursday, 13th October.—Contrary wind still continuing, we warped the ship a mile a-head, but brought up on shoaling our water, and feeling the current increasing. Landed, and walking towards the town, passed two stone shot, which (more than twenty-five inches in diameter,) had fallen here from the European batteries. Forded the river; stream at this season wide and shallow; bought a large turkey for eighteen-pence. In repassing the river to return on board, lost a shoe, and ran a thorn deep into my foot, which, during a mile's walk, occasioned great pain; but—enough of that. There was a *Keupry*, a bridge, higher up that we might have crossed.

At the very moment we reached the schooner, a breeze came off the land, and lasted exactly long enough to take us up to the Asiatic Castle, *off the northernmost bastion of which, in 15 fathoms, and within pistol-shot of the sentinel we anchored.* A brigantine, the *James* and *Jane*, succeeded in getting within half a mile astern of our berth, and so did a Turkish caik and a Turkish cutter; but, no other craft whatever happened to be quite so lucky as ourselves. The *Hind* tried, and from her position, failed. Just at sunset, we obtained the assistance of the Captain of the Port, and six Turks, and warped up to the English Consulate, off which "fragment of a house," we anchored just as the minaret galleries of the mosques of Tchanak Kalessey were being illuminated; it now being, we believe, either the sacred Fast of

Ramazan, or one of its following three days, forming the Feast of Bairam.*

The immediate environs of the town of Tchanak Kalessy are of much note in Turkish history. It was in this neighbourhood, and not at Gallipoli, higher up the Strait, that the Ottomans first obtained a "secure footing" in Europe. Gallipoli was not, as some have asserted, the very first conquest of the Turks in Europe. The accounts given in the concluding volumes of "Gibbon's Decline and Fall," are not so generally interesting as that in the first volume of the "Turkish History, by Richard Knolles," whose sixth edition, folio, appeared in 1687, in London. Knolles tells us at some length,

* The Fast of Ramazan answers to the Christian Lent; but, is much more strictly kept. No Muslim may eat from sunrise to sunset, during Ramazan; a severe prohibition, indeed, in the long days of summer. The Mohammedan era dates from the *Hegira*, or Flight of the Prophet from Mecca to Yatreb, afterwards Medina, in the night of Thursday, the 15th of July, A.D. 622. The era commences on the 16th of July. Its Turkish name is *Tarikh hidjri*, (Bianchi's Dict., vol i, p. 272.) The Mohammedan year is purely lunar, consisting of the twelve months—Moharem, Saphar, Rabia 1, Rabia 2, Jomadhi 1, Jomadhi 2, Regeb, Shaban, Ramadan (the annual thirty days' fast from sunrise to sunset), Shawall, (containing three days' festival,) Dhu'l kadah, and Dhu'l hajjah. These twelve months contain altogether, 354 days; and, consequently, each month runs through all the different seasons of the solar year in a period of about thirty-three years. The chief festivals are—the *Fergadan*, or three days preceding Ramazan; th *Bairam*, or three days following Ramazan; the *Guspend Kuchan*, and the *Kourban Bairam*, or Feast of Sacrifices, about the seventieth day after Ramazan, I believe on the 10th day of that month. *Kudjuk Bairam*, or the *Hajjiler Bairam* lasts three days, and is the feast of the pilgrims on their return from Mecca. They start on the 12th of Regeb from Stamboul. November 27th, A.D. 1848, was the first day of the Mohammedan new year 1265, A.H.

that the Turks first obtained a "secure footing" lower down the Straits than Gallipoli; that is to say, near Maito and the present Old or Inner Castle of Europe, *Kilid-ul-Bahr*, opposite Tchanak Kalessy. It appears that rather before their "invasion," a Spaniard, a Catalonian, one Ronzerius, sometime a notable pirate, and a most famous captain, offered his services to the Greek Emperors Andronicus and Michael, then ruling at Constantinople, against their Oriental enemies, the Turks, still confined to Asia; but, nevertheless, gradually making their way westward.

The followers of this Ronzerius, whose exploits would furnish forth an admirable novel, were chiefly Spaniards and French, and they manned "four tall gallies," containing altogether "two thousand good souldiers." Good they might have been, as clever cut-throats; but, certainly not trustworthy, since after merely raising the siege of Philadelphia, now *Allah shehr*, they plundered the very Greeks they had been hired to assist, Ronzerius coolly alleging that he and his men had not pay enough according to the promise of the emperors; and, that, therefore, they must live upon the people!

After plundering right and left in Asia Minor, these free-lances returned to Callipolis, whence Ronzerius, with two hundred men, passed on to Orestias, had an interview with Michael, roughly demanded money, was over-insolent, and got then and there cut to pieces for his pains. Whereupon his followers killed, in revenge, all the citizens of Callipolis, and fortifying the place, made it their own; took again to piracy, fitted out eight gallies under a Captain Tenza, spoiled every ship passing up and down the Straits, and ravaged the country also. But the Genoese at last defeated Tenza, who had so long snapped his fingers at the

luxurious Greeks; upon which reverse, the pirates obtained aid from the fanatic "sons of the prophet," and this, says Knolles, "was the first calling of the Turks to Europe."

The Emperor's forces were soon collected, and as soon beaten at *Apri*, yet, strange to say, instead of pushing this great success, the pirates suddenly split into factions, and roving away on other expeditions seem to have abandoned Callipolis. Their recent allies, the Turks, in some number accompanied them, but these Mussulmans by and bye requested and obtained from the Greeks, permission to return home unmolested, *viâ* the Dardanelles. The Greeks as usual broke faith with them, and a general row continued, till the Turks were well plundered, and kicked, not escorted, back to their Asiatic homes. This was not forgotten; time rolled on, the Greeks fell into discord among themselves, while Sultan Othman was laying, slowly, but surely, the strong foundations of the Turkish empire. In 1327, the Sultan and his son Orchanes, or Orchan, obtained the city of Brusa, and their horse-tails proudly fluttered on the shore of the sea of Marmora. Othman died: Orchan had now learned much about the Dardanelles, and longed for a position in Europe, and as luck would have it, one of his captains, "through a fair young gentlewoman," surprised and kept the Castle of Abydos, over against Sestos. Through the treachery of this Greek lady, the Asiatic Castle had been won, and thence Solyman, the sultan's son, secretly passed the Straits by night, and learned through a Greek of the male gender, the way to surprise the European Castle of Zembenic near Sestos, "before the Christians should thereof be aware." And thus Solyman with 2000 Turks took Zembenic, and then Maito, two miles from it, and ravaged the country some twenty miles above it, over-

turned the governor of Callipolis in the field in 1358, and not content with taking Callipolis itself, the Turks became soon afterwards masters of Adrianople. This Solyman died before Orchan his father, so that Orchan was, without doubt, the first Turkish sultan who had any possessions whatever in Europe; yet Callipolis was not his first possession. Well, the Osmanleys have now held their ground among us for about five hundred years, and for my own part I would rather see the Dardanelles, and Bosphorus, in their hands for ever, than in those of Russia or Greece. If, however they want to keep the Dardanelles they must at least erect some works on the European side, on the summit of the hill immediately above Killid-ul-Bahr. Col. Holloway improved Tchanak Kaleh in 1800, or about that date, and so again did the French in 1807, but engineers are even yet sadly wanted.

Tchanak Kaleh ought some day to be pictorially honored at Burford's Panorama, in Leicester-square. It affords an extensive scene, which would be pleasing and attractive enough to the sight-seeing Londoners; possessing as it does, adjacent or self-contained points offering every variety for the artist's pencil; hills, valleys, and plains; woods, sands and shipping, and winding foaming waters; wooden houses of all hues, tents, and stone structures, and mosques, and minarets and fortifications, and a long line of Consulates and Consular flag-staffs, supporting from morn till eve the national colours of the wind-bound.

Burford might, in truth, make a glorious affair of Tchanak Kaleh; for instance, by introducing Admiral Duckworth forcing this far-famed passage in 1807, when and where, be it remembered H.M.S. *Windsor Castle*, Capt. Boyles, received in her main-mast a granite shot, weighing no less than eight hundred weight! On that occasion Duckworth's fleet consisted

of the *Royal George* 110, (flag-ship,) *Canopus* 80, *Pompée* 80, *Repulse* 74, *Thunderer* 74, *Standard* 64, *Endymion* 40, *Active* 40, the aforesaid *Windsor Castle* 74, and the *Meteor*, — guns. Thus, Duckworth's fleet carried about 650 guns; the batteries not possessing more* and the ships having to run the gauntlet in a space where Asia and Europe approach each other so close as not to share a mile's breadth of water. Well, in 1807, on the 19th of February, these ten English men-of-war, (there were no steam-frigates in those days,) ran blazing away between Tchanak Kalessey, where we are now at anchor, and its *vis-a-vis* Killid-ul-Bahr, (the Old Castles.) Sir Sydney Smith in the *Pompée* took and preserved a gun-boat and corvette in a little bay before the present Consulates, and burnt also divers craft of all sizes, after a smart resistance. H.M.S. *Active* destroyed a gallant frigate on the European side which had for some time made a stand against both the *Pompée* and the *Thunderer*. Turks are anything but cowards. An Ottoman 64, was destroyed at *Pesquies Point* with ten other sail; and some of the batteries on the promontory of Nagara were "boarded" and captured by the marines and blue jackets of the rear division. These and other exploits occupied altogether $8\frac{1}{2}$ hours, from 8h. 45m. A.M. to 5h. 15m. P.M., when the whole squadron made sail for, and next evening reached Constantinople; got the worst of "a brush" at the island of Prota, in the Sea of Marmora, on the 27th of February, and then on the 3rd of March prudently came back again to the Dardanelles, passed out at once into the Archipelago, and as to their fortnight's work, made a return to the Admiralty of 42 killed; 235 wounded; and 4 missing from H.M.S. *Standard*, Captain Harvey.

* *Vide*.—Brenton's "Naval History," vol. ii. page 187, "Annual Register" for 1807, and Alison's "Europe."

In the present day the fortifications are stronger than in 1807. In Colburn's United Service Magazine for May, 1843, is an interesting paper "*On the Defences of the Dardanelles and Bosphorus*," (with a map,) by Col. G. F. Herman, "employed on particular service in the east." The four Castles included, there are now 17 batteries in the Dardanelles, in a space of fifteen miles, having altogether 670 guns, 45 of which are of the calibre of 1,100 lbs.!! These monsters have recently been fitted with carriages. This space of fifteen miles extends from Sestos and Abydos to the northward, to the castles of Sedd-ul-bahr and Koum Kaleh at the *Ægæan* entrance of the Strait.

Celebrated, however, as the neighbourhood of Tchanak Kaleh undoubtedly is, and convenient as the place ever must be as head-quarters for tourists, when a trip to the Troad, or a jaunt to the sites of Sestos and Abydos is the object, still the town itself cannot but be regarded by the Frank as rather a dull place. Still, if he can for a time eschew old stones, and inscriptions, and be content merely to study the manners and customs of the living people, he will find much to amuse, if not to enlighten. With the assistance of Kakoucho he may for instance soon gather a few of the polyglot inhabitants together, and at a very trifling expense provide a supply of *wine*, coffee, and tobacco and fruit, with a few sweetmeats and cakes, and this done, he must indeed be a dull traveller who cannot out of such "materials" spend an agreeable evening, and add to his stock of useful knowledge.

Kakoucho will ever provide rooms, sometimes, in his own house, and by holding such an assembly a traveller must through his efficient aid as interpreter and master of the ceremonies, get many hints as to Turkish etiquette, and acquire much miscellaneous information that may serve him considerably throughout

the rest of his journey. And generally speaking, if he stays a day or two in the place, he will receive divers invitations in return for his own hospitality.

But if not disposed for a party, the traveller should at least take a dinner with Kakoucho himself in the Turkish or in the Hebrew style. His money will be well laid out in so novel a treat, and by such a *tête-à-tête* meal he will hear all the local news that is current, and which in the bustle of moving about the town would probably never be referred to. An hour's conversation with a resident is worth all the "Hand-books" and "Guide-Books" in the world.

At a dinner *à la Turque* a sort of stool supports a circular tin table called a *sinnee*, round which all squat on the floor, covered as this may be with a mat or a carpet.

* * * * *

I have stated that we came to an anchor abreast of the English Consulate, and our friend the Liman Reisi, the captain of the port here persuaded us to take a *gamee koulaghouzy*, a pilot, stating that as the contrary wind was likely to hold we should find his assistance valuable till clear of the *Sygh yer*, the shoals above "the Castles." He then pointed out to us a dismasted vessel lying on her broadside on a part of the shoal within half gun-shot of our position. We allowed the Turk's oratory to persuade us; he spoke Italian tolerably, and we agreed to take the pilot he recommended. There was really nothing to detain us in the place, except perhaps the performances of the dancing or the howling Dervishes, and we were anxious to proceed towards Stamboul. So the next morning was now fixed for our departure.

I am told that these Dervishes go through their ceremonies twice a week at Tchanak Kaleh. There are thirty-three orders of the fraternity, of whom the

Mevlavees, founded A.D. 1250, seem the most in repute. The word "Mevlavee," signifies "belonging to God," or to a lord and master.* The outer garment worn by this particular whirling order is known as the *tenvureh* or *fistan*, and their brown cap is like a sugar-loaf in size and shape. *Nai* is the name given to their peculiar flute. The chief *teckeh* or college of this order is at Pera, on the left bank of the Golden Horn.

Friday, 14th October.—(*The Turkish Sabbath.*) Immediately above the Old Castles, Tchanak Kalessey and Killid-ul-Bahr, the Strait (which runs thence about south-west in its *downward* course of twelve miles to the sea) makes in its *upward* course a sudden sheer to the left or westward, and forms a reach of about a league in length, or rather more, ending in the Bay of Maida, whence the land again resumes a north-east direction, and preserves it (with the variation but of a point or two) into the Sea of Marmora.

This day the pilot came on board about noon, and at 2 P.M., with strong breezes from E.N.E. to N.E., we weighed from our anchorage off the English Consulate, and in three hours brought up for the night in ten fathoms, in Captan Pasha Bay, on the Asiatic side of the Strait, below Point Nagara; the town of Maita, or Mito, (as Wittman writes it,) on the European shore, three miles above Killid-ul-Bahr, bearing nearly N.N.W. by compass, on our left; Point Nagara with its fort and minaret ahead, and facing its sister-battery on the European side; a gaudy house or two, a few insignificant dwellings, and a capital watering place on our right on the eastern shore; and the whole view from this snug

* For a description of the sacred dance *vide* Auldjo's "Constantinople," p. 73. "Veshten" is the name of this dance.

anchorage bounded by heights. H.M. cutter *Hind* was at anchor astern of us. Point Nagara is on the Asiatic side, and its fort is the third above Tchanak Kaleh, and there are two batteries also above the Castle of Killid-ul-Bahr, on the European shore. Each possesses a minaret, a capital mark for marine artillery. In coming up we observed military encampments on each side of the Strait. The tents, all of which were green, were pitched three deep, from front to rear, having a space between each section of threes, and all were surmounted by small red banners. On the declivities below the camps, lines of sentinels were posted, and here and there a few earthworks were visible. The Turks call their own camps *ordou*, whence the term "horde" is said to be derived; but they always speak of a Christian camp as a *thabor*, a word taken from the Polish. Camps are also known as *asker-guiah*, *ordou-guiah*, and *ordou-yery*.

It is said that a Lazaretto is to be established in Captan Pasha Bay, at which anchorage we have still no companion but H.M. cutter *Hind*. Here we discharged our pilot and his boat and five men, after paying him 120 piastres,—about two-and-twenty shillings—for his services from *Tchanak Kalessy*. Mehemet gave his receipt by dropping his finger in the ink and smearing from right to left the paper we had written for him.*

* It is much to be regretted that when our fleet is lying at Smyrna or Vourlah, some officer does not take the trouble to learn from the Turkish men-of-war, a few sea-words and phrases, and then publish them in the Nautical Magazine for the benefit of all blue-jackets. We experienced some difficulty with our worthy Mehemet; but, nevertheless, managed to pick up a little of his "lingo." We have learnt *inter alia* the following words from him and others :—To anchor, *Fonda itmek*; To weigh, *Lenguary*

October 15th.—Weighed at 5h. 30m. A.M., and in company with H.M. cutter *Hind*, the merchant brig *Tiber*, (Capt. Candler,) and the *Brisk*, schooner, soon weathered Point Nagara. After rounding this point, above which there are no batteries whatever on either side of the stream, there is a straight coast for a short distance, and then a Bay on the Asiatic shore, the Bay of Abydos, immortalized by Byron's poem. Here at 9 A.M., while standing in on the larboard tack, under reefed fore-top-sail and lower sails, with main-top-mast struck, we split the fore-stay-sail, and immediately afterwards, the last cry of the leadsman being "No bottom, Sir," we grounded on a bank rather more than a quarter of a mile from the Asiatic shore; the European Fort, called *Bovali*, situate opposite Point Nagara, bearing N.W. We immediately furl'd all sail, got out the boats, sounded and found deeper water ahead, carried out an anchor and kedge on the starboard bow and beam, and again setting sail worked with a will, but could not succeed in heaving off till the afternoon, when, however, we *did* heave off, and got into ten fathoms for the night, the breeze still continuing with a heavy swell. At 2 P.M. we had received offers of assistance from the

Kaldurmak. An anchor, *Lenguer, Demeer*. Let go the anchor, *Demeer at*; *Demeer brak!* Fire a gun, *Top at*; Fire a musket, *Tufenk at*; a port or anchorage, *Moorsa, leeman*; an ensign, *Buyrack*; a pendant, *alev, flandra*. Captain of the port, *Leeman Reisy*. To furl sails, *yelken divshoormek*. A mast, *derek*; a yard, *artenna*; a sail, *yelken, elken*; Man-of-war, *Djenk gamissy, beilik gamissy*; Merchant-vessel, *bazyrguan gamissy*; Helmsman, *Doomenjee*; a lantern, *fenner*; a cable, *ghomena*; a rope, *palamar*; How many sail are there? *Katch para teknesi var?* The English fleet, *Ingliz donanmasy*; a fleet or squadron, *Donanma*; a vessel, *gamee*; Line of battle, *feelo*; Pull away, *Tcheck, tcheck*; the cabin, *Kamara*; the deck, *Kuverta*; a three-decker, *eutch ambarlu sefyneh*; a steamer, *vapor-gamissy*; a boat, *Kaik*.

Hind, which vessel had brought up a few miles ahead of us, and the commanding officer of which, courteously sent down a midshipman and Greek pilot to our aid; before, however, they rejoined the *Hind* with our answer, we were enabled to communicate by signal that we could do without the dozen hands about to be dispatched to us, as our own efforts were gradually getting us out of our dilemma.

He who proceeds from England to Constantinople overland escapes from delays, such as we are now suffering from, but he who goes thither by sea will, on reaching the Capital, have experienced the greater enjoyment. And then the contrast to his own country must prove much more striking after a trip by sea.

October 16th.—Remained at anchor all day in ten fathoms above Cape Abydos, on the Asiatic side of the strait. Heavy swell and blowing hard from the north-east, sent down top-gallant-yard; struck main-top-mast, and fore-top-gallant-mast, and veered cable. Not a house visible near Cape Abydos. Quite as *triste* as Salisbury Plain. The sunny weather is evidently about to change for heavy rain. In two months time there may be more snow in Constantinople than in London.

This Abydos may be a very interesting place for antiquaries, but I cannot say that my own enthusiasm is now at boiling heat. I prefer the study of man to that of marbles, and a modern and useful tongue to an inscription in a dead language. But Abydos* is

* On the 6th of March, 1838, eighteen months after the date of this diary, I happened to be again in this part of the Dardanelles, and sailed from Tchanak Kale, where for a short time I had remained ashore at Kakoucho Russo's just as Mr. Charles Fellows rode into the town, from the Troad, (Fellows' "Asia Minor," 1839, pp. 72—83.) This traveller, who has since formed one of the Xanthus

not much of a spot for an antiquary, or any one else to revel in, beyond a passing thought of Hero and Leander, of Xerxes, and of Byron's swimming feat.

Sestos may have been grand enough in the spring of the year B.C. 334, when Alexander the Great there joined his fleet of 160 triremes. Now it is but a heap of rubbish.

October 17th.—Gale has continued all night. At 8 A.M. a small Turkish frigate passed down under royals, which she took in when abreast of our berth; exchanged colours; weather moderated at sunset; we, therefore, re-hoisted top-gallant-mast, and shortened in 40 fathoms of chain cable. All ready for another start. Hurrah for Stamboul!

Expedition, says that on that very day, in his "walk of four miles N.E. to Abydos, he never felt the wind more cutting or violent;" a wind, however, I may mention, which rattled us down to the Doro Passage in "less than no time," as Jack says, and thence as rapidly clear of "The Arches" into the Mediterranean. There was snow in the Dardanelles next day, 7th of March.

Of the over-rated ruins of Abydos, Mr. Fellows says, "Of this place so little trace remains that I passed over it, and for a mile and a half beyond, and gave up the search as vain. On my return I noticed broken pottery and small stones of worked marble in the ploughed fields, at about the place where the town probably stood. Thus directed to the spot, and by seeing higher up on the opposite side of the Straits the European promontory of Sestos, I traced the foundation of the wall of a considerable building down to the coast. Passing up a ravine, and ascending the hill overhanging this formerly castellated promontory, I found many remains, valueless except as leaving a trace of former inhabitants. A tomb had, a week before, been discovered on the height, containing a skeleton. The Greek Consul had discovered another, with three specimens in *terra cotta*, of high antiquity and peculiar costume." Wittman visited Abydos in 1801, and its ruins, at that earlier date, were not more imposing than in 1838.—See his *Travels*, p. 72.—Mr. Fellows has recently been knighted.

This is the only Turkish man-of-war we have yet fallen in with since passing Malta, except the barque below the Castles, and a corvette near Cape Matapan. We, however, speedily expect to see many of Sultan Mahmoud's fleet, since, according to rule, the 26th instant, (October,) is the date upon which the Kapoudan Pasha should return to port for the winter, and there remain till the 23rd of April. The fleet is at present on its way back from Tripoli, under the orders of Taheer Pasha, who commanded at the battle of Navarino, 20th October, 1827. Part of it has reached Smyrna.

October 18th.—Wind still at north-east, steady breeze and finer weather. Weighed at 4h. 45m. A.M. and beat up towards Gallipoli, situate on the European shore, nearly opposite Lamsaki. At 7 A.M. crossed fore-top-gallant yard, shook out a reef in the fore-top-sail, jib, and mainsail, and set main-top-sail, and fore-top-gallant sail. H.M. cutter *Hind* passed down, also the Austrian steamer *Maria Dorothea*, Capt. John Ford, from Stamboul to Smyrna, who brought us letters from Pera, which our boat received. At 9 A.M. the breeze still freshening we took in the gaff-top-sail, and from that time throughout the day had to make and shorten sail occasionally. At 9h. 30m. P.M. we had, in seventeen hours from Abydos, beat up beyond Gallipoli and Lamsaki, a distance of six leagues, when the few hours of calmer weather we had thereabouts experienced, were succeeded by squalls, and we were ultimately compelled to bear up, and run back for shelter down the European shore, *where there is a shoal*, into Gallipoli roads; the weather still becoming worse. We here anchored out of the current about 10 P.M., astern and to leeward of H.M.S. *Volage*, 28, with several sail near us. "Wherever wood will float, there find I that flag of

England," said Napoleon, and the Turks may well say the same.

The Strait is rather more than a league in width at Gallipoli. No Turkish man-of-war is in the Bay, but we can make out two at anchor, near Lamsaki, on the Asiatic shore. The cynosure of our men at present is a train of donkeys advancing towards Gallipoli, each *esheck* having on its back a *woman sitting astraddle*, according to the custom of the country. Ahead of them is a man in authority, possibly the husband, and these his four wives and their attendants.

October 19th.—Weighed at six o'clock this morning in company with the *Volage* frigate, and a few merchantmen. After beating towards the Sea of Marmora for about two hours, we were all compelled, Her Majesty's ship excepted, to bear up once again for Gallipoli. At 1 P.M. went on shore, and found the plague had broken out in the place, and was taking off a dozen a day. Some Genoese captains just arrived from Odessa, report that this "*typhus gravissimus*," as Dr. Madden calls it, was rapidly increasing at Constantinople when they passed through the Bosphorus, and that in that city during the present month 2,400 people had died of it in the space of twenty-four hours. Of course, we have yet no means of testing the accuracy of this report. The Turkish word for plague is, *You-moor-jack*; the Italian *Peste*.*

* "Highly advantageous remedies in plague are brandy, wine, and bark. I had the treatment of forty-six cases. Almost every patient I saw treated in Constantinople was bled, purged, and vomited, to keep down the *inflammatory fever*; and every patient died exhausted. The exceptions were very few. The disease which plague most resembles is the gaol fever of England—bad typhus fever; and in con-

October 20th.—Blowing a gale at north-east, remained at anchor. The Turkish brig of war and frigate are still off Lamsaki, on the Asiatic shore, of which town, which is more to the west than Gallipoli, we can see but one minaret, "pointing heavenward," above the roofs and trees.* About two miles higher up the Strait than Lamsaki, and more nearly opposite Gallipoli is the village of Tchardak, or Khardack, or Khardi-kioi†.

The present anchorage we have taken in Gallipoli Roads is good holding ground, and distant about a mile from the town; the Old Castle which seems in a hopeless state of ruin and which is situate near the Mole, bearing from our berth, N.E. $\frac{1}{2}$ E. Gallipoli has no towering hills behind it, and the houses are not "the gayest of the gay" being chiefly of wood, having lead coloured fronts, and flaring red roofs overshadowed

tradistinction to *typhus gravior*, or putrid fever, I have given plague the name of *typhus gravissimus*. In plague, if the patient live to the sixth day, he is likely to recover; but the third day is that which is most to be feared."—Madden's "Travels," vol. i. pp. 251—289. See also a letter in the *Times* of 5th August, 1843, p. 6, col. 2, headed "Cairo." Vide also Wittman's "Travels."

* In the middle of December, 1837, I landed at Lamsaki, when bound once more to Constantinople. The town is a quarter of an hour's walk from the landing place, and the route horribly muddy. In the *meidan*, or square of the place, good bread, (*ekmeck*) may be obtained, as well as meat, (*et*.) I saw no spot where water, (*su*) was obtainable, and all things considered, I differ from those who recommend the anchorage of Lamsaki in preference to Gallipoli. Having, however, beat up to Lamsaki, it does not follow you can ensure gaining Gallipoli. We tried in 1837, in a brig, and after several tacks, and "artful dodges," fell a mile to leeward of our first position. The current is very deceptive here.

† *Tchardak*. Dict. Turc-Franc, vol. i. p. 354.

here and there by trees. The line formed by the town may be north-west and south-east; and the Castle and the Mole, upon the latter of which there is an oil light after sunset, stand about the centre. A short distance from the Mole is the *Tersaneh* or Arsenal; and eight or ten minarets point out the different positions of as many mosques. A beautiful square-built fountain is at the back of, but close to the Mole, from which our boats procured to-day (and *gratis*,) five casks of water; "the limpid stream" being ever dear and scarce at Constantinople in time of plague, which pest as I have already said is now raging in the Capital. To day is the ninth anniversary of Navarin, that "untoward event," and to-morrow that of Trafalgar.

It is said the bazaars of Gallipoli are worth seeing, but we have not yet visited them. I may here remark, that the word bazaar signifies literally a market, such as the fish or poultry market; but that *tcharshou* is the proper term for a covered building, similar to the bazaars in England.

October 21st.—*The anniversary of Trafalgar!!*
—We are still at anchor off Gallipoli, calm, with heavy rain.

* * * At noon got under way with a very light breeze in our favour (course by compass E.b.N.) The part of the town running parallel with our course stands on the summit of rocks rising on our left from the water's edge, To the eastward of this part is seen a lighthouse,* then a little bay, and again on the easternmost headland of the bay another light-

* *Fener* signifies both a lantern and a lighthouse; and *fanoos* is sometimes, but not so often, also used for the latter. A hand-lantern glazed, is called *djam fener*, and a paper lantern *kiaghdy feneri*. It is necessary to carry a lantern in the streets after sunset. D. T. F. 2. 400—346.

house, and opposite thereto on the Asiatic coast is a third. A little to the westward of the first European lighthouse is a small Turkish burial ground close to the stream of the Strait, and at the head of the bay stands a pretty octagonal white building, in a garden, surrounded with low walls, and backed by luxuriant trees and a few cultivated fields. A sort of lodge appears at the eastern extremity of the garden walls, beyond which at some little distance are, to all appearance, two fountains; and on the brow of the hill, another small burial ground unenclosed. On the hills north-east of the town are some extensive ruins, low and unconnected. A third watering place or fountain to the westward of the white octagonal building at the head of the bay is sighted as soon as the easternmost point of the range of rocks where the first lighthouse is built is passed. These points might afford good marks to avoid shoals.

Shortly after leaving Gallipoli, the island of Marmora, whence the sea below Constantinople takes its modern name, became visible right ahead, indistinct on account of its distance from us—thirteen leagues, resembling a dark and concentrating cloud sitting on the waves. From Gallipoli into the Sea of Marmora the breadth of the Strait considerably increases, and along the line of shore, both of Europe and Asia, picturesque hills and mountains, in every tint of brown and blue, meet the eye of the voyager.

The European shore, just above Gallipoli, is comparatively low, and in this part of the Strait is a shoal which, according to the chart and *Purdy's Directory*, (p. 167), may be avoided by keeping the two light-towers of Gallipoli in one. There are some rocks also at the back of the town, which also are to be guarded against, especially in beating. Were, however, dangers here more numerous than they are;

what with minarets, towers, cemeteries, and so on, it would, as I have above hinted, be easy to find good marks enough to determine their exact position.*

October 22nd, 1836.—Last night we had a fine moon till after midnight, and continued our course under studding-sails, favoured by a light breeze, which however sent us ahead, owing to the current, but two knots an hour. Still at 4 A.M., this morning our ill-luck returned, a heavy squall at that hour took us aback, accompanied by floods of rain, pouring down "like cats and dogs," while all around was as "dark as pitch." Knowing our position almost to an inch we determined to continue working to windward, and having close-reefed, were soon plunging through a tremendous head-sea, where, but recently, there was scarcely a ripple. We had passed Cape St. George on the European shore, and now made but short tacks, in order to keep that coast on board. Later in the morning we had the wind at W., S.S.E., and N.E., gale and sea increasing; and at last, when nearly out of the Strait, we were again compelled to bear up, and, under snug sail, to run back nine leagues to Gallipoli, where we anchored, for the *third* time shortly after noon, as drenched as water rats, the

* The following notice appeared in the London Papers (1844):—"Caution to Mariners.—Soundings in the Sea of Marmora reported to be incorrect.—The Montefiores, Captain Duffill, arrived at Falmouth from Odessa, reports that in beating down the Sea of Marmora towards Gallipoli, more generally known as the Dardanelles, in lat. $40^{\circ} 24' 50''$ N., long. $26^{\circ} 39' 45''$ E., Gallipoli, bearing W.S.W., 8 or 9 miles distant from the shore, three-quarters of a mile from the north shore, sighted the bottom under the ship, and found but 4 fathoms water, when his charts, two in number, indicated 21 fathoms close to the mainland. Captain Duffill also states that the opposite shore is also incorrectly laid down, making the channel narrow and dangerous for 9 or 10 miles east of Gallipoli."

rain having continued without intermission for very many hours.

In the afternoon we again saw the *Maria Dorothea*, steamer; she now called at Gallipoli on her way up from Smyrna to "the Golden Horn." On going alongside we heard the news confirmed of the plague raging at Constantinople, and were told that after this trip, the steamer would take cabin passengers only from the Capital, and none at all from Gallipoli (our present anchorage); and Captain Ford added that on his last passage, when he spoke us off Abydos, he had the misfortune to find, before he reached Smyrna, three persons on board suffering from the plague! Pleasant companions for tourists!! It is expected this rainy weather will increase the intensity of the scourge, already terrific enough, since it turns out to be strictly true that from one to two thousand people are now being carried off by it daily at Constantinople, the poet-praised but pestilent "City of the Sultan."

People are excessively mistaken about the climate of the Dardanelles and Constantinople. In October the rains generally set in, then follow frost and snow, and the wintry season prevails off and on till March, when fine weather again comes upon you as if *Dame Nature*, determined to do double duty, had suddenly donned "seven-leagued boots," and decided on *forcing* into fragrance and freshness everything under her dominion at the shortest notice; and "by the Beard of the Prophet," she here succeeds well enough, and marches along at a rail-road pace, and then the sun begins to shine in right-down earnest, and each human heart as well as "mother earth" is warmed, and rays flash from mosque and minaret, and without doubt *Stamboul* perfects its claim to the proud title of "*a Fairy City*."

October 22nd, 1836.—P.M. The Sea and Island of Marmora are visible from the Dardanelles, as low down as Gallipoli, in the bay of which European place our schooner is still at anchor. The distance to the Island of Marmora from Gallipoli, and its opposite town, Lamsaki, is not 50 miles; bearing nearly due east; but, as the island is rather high, it can be easily discovered when a long way off. To a landsman, it is true, it might sometimes appear to be a cloud rather than land.

I may here record that in round numbers the following distances may be taken as nearly correct:—

Length of the Dardanelles	14 leagues.
From Gallipoli and Lamsaki to Marmora Island	14 "
Width of passage between Marmora and the European main	3 "
From Marmora Island to Constantinople	23	"
" Constantinople to Therapia on the European shore of the Bosphorus	3	"
" Constantinople to Booyuk-dereh, also on the European shore	4	"
Constantinople to the Black Sea	6	"

So that for general purposes the distance between Gallipoli, in the Dardanelles, and Constantinople, may be called 100 miles. This passage, (Gallipoli to Stamboul,) by the steamers *Maria Dorothea*, *Ferdinando Primo*, and the other Austrian boats, is generally done in *fourteen hours*,* and with a very

* French steamers began to run as passage-boats in the Levant in 1837, the Austrians before that period. It appears by Fellows' "Journal in Asia Minor in 1839," (p. 84), that the usual time required by the French boats (which are larger but not better, if so good as the Austrian,) for the voyage from Tchanak Kalesay, below Gallipoli, to Stamboul is twelve to sixteen hours. But Mr. Fellows adds, that on the 8th of *March*, 1838, he took a passage

fair wind, sailing vessels may now and then do it in nearly the same time. We intend, fair breeze or foul, to try our schooner's luck again to-morrow;—our *fourth* attempt—and for to-night have we not “Purdy's Sailing Directory” to amuse us?

Gallipoli being the spot where the Janissaries were first formed under the blessing of Hajji Becktash, as fully related in “Gibbon's Rome,” I may here, while at anchor off Gallipoli, note down a few particulars relating to the corps.

The regiments of Janissaries were called *ORTAS*, and the companies *ODAS*. An oda signifies, literally, a chamber; and, thus the female favourites in the sultan's harem are all termed “oda-liks,” with the exception of the first seven in rank, who bear the more dignified title of “kadins.” Each oda of the Janissaries was commanded by an oda-bashee; and, each regiment by a Tchorbadjî. Among the officers inferior to the oda-bashee, were the “oustas,” (whose

under the tri-colour which lasted *forty-eight* hours, during which, he states “the mingled *snow* and spray made it difficult even for the crew to remain at their posts.” He was the only passenger in the principal cabin “which had every requisite of splendour and luxury, *but no fire or stove.*” His complaint of the French officers “never shaving or dressing,” I need not enlarge upon. The steam route down from Constantinople to Smyrna, a distance of eighty leagues, generally performed in thirty-six to forty hours, is fully described in “Oriental Outlines,” p.p. 208—230.

A traveller's cabin library, for these parts, should contain Murray's Guide, the works of Slade, Pardoe, Quin, Claridge, Usborne, Countess of Grosvenor, Hon. Mrs. Damer, Marquis and Marchioness of Londonderry, Urquhart, Rose, Macfarlane, Frankland, Emerson, Carne, Madden, Major Boyd, Davids, Reid, Hervé, and “last not least,” White's Constantinople, and Bell and Longworth's Circassia.

duty I know not,) and the "kara-kolooktchees," the corporals; the latter were distinguished by their metal-bound girdles, with which they frequently "started" the refractory soldiers of the corps; and, if a blow from this, their *tchapraz*, failed in quieting the malcontents, a *falacadjee*, with his sticks, was not far off, ready to inflict the *bastinado*. In the Nizam Djedid, the captain of a company is not called an *oda-bashee*, but a "yuz-bashee." This being translated, means a centurion, a commander of a hundred. The lieutenant is known as the "mulazimi-evvel;" the sub-lieutenant as the "mulazimi-sani;" and the "bairakdar" is the ensign or standard-bearer. A serjeant is called a "tchaoush," and a sergeant-major "bash-tchaoush." A corporal is an "on-bashee," or head of ten men. But it seems that there is an immense difference between a bash-tchaoush and a tchaoush-bashee, the latter being a most formidable personage, inasmuch as he is the bearer of the silver stick at court, and has certainly much more business to transact than the gold or silver stick at St. James's.

The tchaoush-bashee, however much his duties and his emoluments may have been abridged by that spirit of innovation which has recently waged such hot war against offices, ranks, and privileges, all over Europe, still holds a most distinguished position among the Osmanlees, although possibly acting without a "portfolio." He has a corps of several hundred tchaoushes under his orders, and formerly, in addition thereto, he commanded as "tchorbadji," or colonel, the fifth orta of Janissaries. The term "tchorbadji," signifies simply a soup-distributor. The soup-kettles of the Janissaries are now matters of history, with which we are all acquainted through the part these culinary utensils, these *kara kazans*, were made to

play in the successful insurrection against the Sultan Selim the Third in 1807.

But, to return to the Tchaoush Bashee. He is not only chief of the court ushers, but, grand marshal, and master of the ceremonies on the arrival and reception of ambassadors. He also attends the grand vizier, and receives at his personal direction missions of high import to the State. He is a sort of chancellor, too, and holds seals; and, seems, moreover, to be a commissioner of crown lands and of woods and forests. He acts also as prætor, decides some causes himself, presiding as it were at *nisi prius*, and sits also *in banco* with the redoubtable grand vizier; and above all, he frequently carries into execution his own decrees and sentences, as well as those he has delivered, in conjunction with "the Pasha," for so the vizer is termed; the Pasha being as distinct from a Pasha, as a bash-tchaoush is from a Tchaoush Bashee. The term Janissary (*yeni-toheri*), signifies "*new army*," as "*eski-tcheri*" would "*old army*;" or *yeni-dunia*, the new world, and *eski-dunia* the old world. The number of ortas into which the whole corps of Janissaries was divided, I have at present no means of stating; but, it is known the ortas were very many. The "*devèdjeler*" (the "camel-drivers"), formed the first five regiments; this seniority being probably given to them in that, the Reçoul Mohammed, the great founder of their religion, was, in early life, a camel-driver. The chiefs of the *devèdjeler* ortas had a priority of claim over other regiments, when the command of a garrison was to be given away. The Tchaoush Bashee, above-mentioned, generally commanded the fifth orta. The four regiments of guards, the *hhascèkians*, were the 14th, 49th, 66th, and 67th; and, these enjoyed many prerogatives; among others, all their colonels were

certain of becoming attached to the staff, and thence advancing to higher posts.

The words "*khass*" and "*khasecki*," are applied in general to all persons (and things) attached to the interior service of the sultan's palace, be they the wives of his highness, or his guards, and so forth. The *khass koullari*, the life-guards, were originally *baltadjees*, and received the former name and rank for saving Murad the Third from a Janissary revolt. The *zaghardjiler*, were an oda of high grade, and guarded the sultan's bloodhounds; and the *seibanler*, otherwise called the *seimanler*, were also attached to a somewhat similar service, forty-four of them having to attend the sultan whenever he chose to hunt. Their colonel, the "*seimen-bashee*" acted as deputy at Constantinople for the Aga of the Janissaries, when the latter and his lieutenant were absent with the camp.

The 31st oda were *galiounjees*, or marines, and bore the *damgha* (the brand), of an anchor on their arm. The *Samsoundjées* had the charge of the Sultan's mastiffs, and the *Samsoundjée Bashee* was ever held in high consideration. The *Baltajees* were armed with a kind of halbert, somewhat corresponding in appearance with that still carried by the Yeomen at the Tower of London, the "Beef-Eaters" of the cockneys. The Janissaries ever held together as faithfully as Freemasons, and it is a great pity there is no work in the English language recording their rise and chequered existence. Dr. Wittman visited Turkey some twenty years before the Janissaries were finally suppressed, (A.D. 1826,) and in his *Travels* will be found several coloured sketches of the costumes of their corps. There was yet another body of Janissaries which stood in high celebrity, namely, the *solaqler*, the archers selected from the

60th, 61st, 62nd, and 63rd, ortas; amounting on the whole to 400 men.* They accompanied in rotation, and on foot the sultan, whithersoever he proceeded. Behind the dockyard and military college at Stamboul, there is at present an archery ground in which the sultan occasionally practises the sport. The flight of his arrows averages 400 yards.

Inclusive of Mohammed the Second, (who took Constantinople on the 29th of May, A.D. 1453,) and of the present Padisha, Abd-ul-Medjid, who ascended the throne in July, 1839, twenty-five sultans have now reigned on the banks of the Golden Horn. Sultan Mahmoud, the father of Abd-ul-Medjid, died on the 1st of July, 1839, leaving but two sons; the elder being the present Sultan, born April 20th, 1823; and the younger, Abd-ul-Aziz, born February 8th, 1830. Mahmoud's three immediate predecessors, Abd-ul-Hamid, Selim, and Mustapha, each met a violent death. The Janissaries were, from 1807 to 1826, the great difficulty with which the Ottoman Government had to contend. In May, 1807, three months after Duckworth's forcing the Dardanelles, the proposed increase of the Nizam Djedid, which corps had but a few years previously been, for the first time, constituted and organised, to the number of 12,000 men, and which was intended ultimately to replace that of the Janissaries, led the latter to revolt, and

* The reader must remember that in Turkish, the plural is formed simply by the addition of *ler*, as *dervish*, a dervish; *dervishler*, dervishes. In some words *lar* forms the plural instead of *ler*. In Arabic and Persian, the plural is not so formed. If English writers in speaking of the Janissary ortas, call them, for instance, either the *baltajees*, or the *baltajeeler*; the *galiounjees*, or *galiounjeeler*; it all comes to the same thing. And, without great care, in favor of one of those forms, an author is apt to use the two, now one and then the other.

determined to uphold their time-honored privileges, they at once dethroned Selim the Third, and proclaimed Mustapha the Fourth in his place. In a counter-revolution in July, 1808, Selim was treacherously slain, and Mahmoud called to the throne; and, in a further insurrection of the Janissaries, in November, 1808, Mustapha, also, who, four months before, had been deposed and succeeded by Mahmoud, was found dead among a heap of slain in the seraglio. Mahmoud now bided his time, and not till June, 1826, did he finally succeed, and then after much bloodshed, in suppressing the Janissaries altogether.

The year *following* the destruction of the Janissaries, was famous for the untoward Battle of Navarino.*

There exists in the Turkish tongue (not the Arabic or Persian) a great number of most valuable historical works relative to the Ottomans; works not written upon any European model; but presenting a clear and faithful exposition of events, in which chronological order is, above all things, strictly preserved. These annals extend as far back as the thirteenth century of the Frank era, when the Turks became established in Asia Minor, and come down, at least, to 1775; and now, that at length, *no less than two* native-born Englishmen are *mirabile dictu* attached to the British Embassy† at Constantinople, in order, in due time, to act as in-

* See the "*Times*" of December 22nd, 1841, and following days, for the case of *Pisani v. Lawson*, and for a letter headed "The Dragomans," which latter assigns a cause and reason for the Battle of Navarino.

† As we pay foreigners in Turkey to do the work of Britons, why should we not pay a Turk to teach Turkish at Oxford or Cambridge?

terpreters, it is to be hoped we may, by-and-bye, see from their pens a translation into our mother-tongue of all these recorded acts and deeds of the Sons of the Prophet. We may possibly wait long enough before *foreign* employés in Stamboul will so enlighten us. They won't make rods for their own backs. They naturally, as all men would, wish to monopolize the loaves and fishes, and to persuade the Foreign Office that Englishmen *cannot* master Oriental tongues, and history and diplomacy. But it is to be hoped the British Parliament will henceforth compel the Foreign Office to extend some of its future favours to John Bull's own sons, instead of showering Levantine appointments, year after year, upon foreigners. Our M.P.'s, *as a body*, unfortunately know little more of Turkey than they find set down in Gibbon, and in Knolles, or perhaps in Byron; and yet the last, noble Poet as he is, is no great authority upon the Turks; having, himself, spent but eight weeks in Constantinople, and picked up the rest of his knowledge among the interested Southern Greeks, from mere hearsay. But reverting to Turkish History, I may observe, that we are indebted to a talented Frenchman, Mons. Puscich, even for an account of the comparatively recent Revolutions of the Janissaries in 1807, 1808, and 1826, A.D., all of which outbreaks made so much noise in the world. Mons. Puscich who was an "*ancien Drogman du Roi dans le Levant, et Professeur émérite des Langues Orientales à l'école spéciale de Paris*," took the trouble to translate into French the *Turkish accounts* of these three Revolutions.*

* These appeared in English in "Oriental Outlines," p.p. 91—137, in the year 1839. See also Macfarlane's "Constantinople," vol. ii. pp. 75—127; and the "Quarterly

From the Turkish accounts it appears that after the Sultan Abd-ul-Hamid had been poisoned, Selim the Third succeeded to the Ottoman Throne. The latter was the first to attempt the introduction of the *Nizam Djedid*.* Among the taxes increased or imposed to meet the expense of this organization *à la Européenne* was the *zidjriè* amounting to two paras upon every oke of wine, and four paras upon every oke of brandy. This, certainly fell upon the Rayas, the non-mussulman tributaries, such as Jews, Greeks, and Armenians; but the innovation was altogether opposed by Turk as well as Rayah, and this very tax went as far towards effecting the deposition of the Sultan, as the proposed military alterations themselves. The people would not pay the tax, merely that the Janissaries might become disciplined in European marching, facing, and firing; and, the Janissaries, even if the tax were forcibly levied, would not submit to be so drilled. They boldly declared that, *religiously*, they *could* not submit to the proposed reforms and alterations; and, knowing that Selim had already organised ten or twelve thousand men, under Frank instructors, the Janissaries thought it high time, in 1807, to put a stop to the Padishah's further proceedings. These new levies were stationed at Scutari, Pera, and at

Review" for 1829, vol. xli. p. 448 ; and *vide* also Slade's "Turkey, Greece, and Malta," and Slade's "Records."

* *Djedid* is Arabic, and signifies *new*. *Nizam* is also an Arabic word, and means *administration, arrangement, disposition, rule, order, manner, or constitution*. Thus, *Nizami Djedid* is generally translated as "the new ordonnance," "the new order of things." The word *Nizam* does not, in any case, mean a *soldier*, although sometimes it is thus erroneously applied. Dict. Turc-Franc. vol. ii. p. 1116.

Levend Tchiftlik,* between Pera and Buyuk-dere. The first determination of the Janissaries was to get rid, altogether, of the men of the Nizam Djedid, should they support the Sultan; which, however, they did not happen eventually to do.

In May, 1807, Sultan Selim courageously endeavoured to impose the new discipline upon *all* the Janissaries stationed in the several fortresses on the Bosphorus; thus putting out his arm of power too boldly, and farther than he could withdraw it again. Delegates from each garrison immediately assembled. They declared against this reform. Their general, one Hasseki Halil Aga, swore he would carry through the Sultan's intentions. The Janissaries thereupon shot him. They then expelled the Nizam Djedid from their barracks, on the European side of the Strait; but permitted them to cross over to Scutari, on the Asiatic shore. They next slew another reform leader, one Mahmoud Effendi.†

Determined to take the lives of all the leading nobles of the Empire, whom they believed to favour the "customs of the unbelievers," they gathered together in great force, and displaying their colours, marched upon the Hippodrome. The terrified Sultan now issued a *hatti scheriff*, abolishing the "new order of things" he had just before endeavoured to establish. The Janissaries tore this edict in half, and so returned it to their sovereign. The Mufti was then forced by the rebels to issue a *fetva*, condemning to death twelve of the highest dignitaries of the Empire, several of them being, in fact, the

* The word *Levend* signifies a volunteer, particularly one serving as a soldier or marine in the Turkish navy; or in the body-guard of a governor ashore. *Tchiftlik* is a farm, from *tchift*, a field.

† See "Annual Register," for 1807, p. 192.

Sultan's ministers at the moment. The *Reis Effendi*, the Minister of Foreign Affairs, was among these unfortunates.

After these murders, the Janissaries deposed Selim, because, in addition to other deficiencies, he had reigned sixteen years without having had a son born to him! Selim was at once shut up in the seraglio, and Mustapha the Fourth called to the Turkish throne, (1807;) but, in July, 1808, an attempt was made to restore Selim, in which Selim lost his life. Mustapha the Fourth was, at the same moment, dethroned, and Mahmoud the Second set up in his place. This was in 1808; in the month of November, in which same year the Janissaries yet again rose in rebellion; and during the very Fast of Ramazan.

In the frightful scene of disorder which then ensued on the banks of the Golden Horn, the last deposed Sultan, Mustapha the Fourth, was found dead among a heap of slain. No Franks or other strangers suffered the slightest injury in these commotions. The Turks, on both sides, scrupulously respected both their lives and property. *Sultan Mahmoud now stood alone!* Selim and Mustapha were both dead. The Janissaries were, therefore, *obliged* to put up with Mahmoud, whom they felt to be their enemy. He was the very last of his family. No one else was eligible to fill the throne of the Prophet.

Mahmoud* was now about twenty-three years of age, having been born 20th July, 1785. His "fortunate hour," so far as the destruction of the Janissaries is concerned did not arrive till June, 1826. By that year, Mahmoud had completely re-organized the hated Nizam Djedid. Suddenly, in June, 1826,

* *Mahmoud* signifies *digne de louange*. D. T. F., vol. ii. p. 829.

the Janissaries again broke into open revolt. It was now "too late." Mahmoud was quite prepared for them. His new forces stood firm, a dreadful contest ensued, but the Sultan gained the day, and the Janissaries, like the Strelitzes and the Mamelouks, were abolished for ever. It was at this time, (A.D. 1826.) that Tatars were first assigned to each foreign embassy instead of Janissaries; that the "Alsatian," *caf'hanehs* of Galata were razed to the ground; that Armenians became specially employed as *hammals* or street-porters; and that the extortionate boatmen of the Golden Horn were first subjected to a sufficient control.

In 1826 the Janissaries, "the best defence of the empire," as they called themselves, were altogether disbanded, dispersed, and death-stricken; and now the young Sultan possesses a regularly disciplined army of 150,000 men! The day when they will measure swords with Russia seems rapidly approaching.

Sunday, 23rd October, 1836. — The rain has ceased, and although we may truly say in the words of the poet,—

"The sky is overcast, the morning lours,"

being very *marmoun* as a Turk would say; yet the wind has veered a few points in our favour, and now, 7 A.M., we are, for the fourth time, standing out of Gallipoli roads,* under reefed topsail, mainsail, and jib, and on the larboard tack, once again on our way towards the Sea of Marmora, with a very strong

* *Shoal near Gallipoli.*—In January, 1834, a letter appeared in the "Nautical Magazine," from Captain Middleton, confirming the existence of a shoal above Gallipoli, "marked in Norie's new chart as having seven feet upon it." Captain Middleton had previously doubted the ex-

current against us, and a stiff breeze. The Dardanelles becomes much more open and wide immediately above Gallipoli.

I must not forget to record that Vallonea seems plentiful throughout the Dardanelles.*

We kept close to the European shore, which from the recent rain, gladdened the eye by a rich and

istence of the danger, but he states in the above letter, that "an English vessel lately got on shore, about where this shoal is designated." The same volume of the "Nautical," (1834,) contains at pp. 517—582, some remarks by Capt. the Hon. F. W. Grey, H.M.S. *Actæon*, on the navigation of the Dardanelles, the Sea of Marmora, &c. At p. 582, Captain Grey says (in his passage from Therapia to Vourla,) "we anchored in the Dardanelles in 13½ fathoms, Gallipoli light, W.b.S., six or seven miles. In starting in the morning with the wind still westerly, we cast in shore, and in two casts of the lead, shoaled to seven fathoms, and in stays, to four and a half, which shows that it is necessary to use some caution in approaching the shore here." Captain Middleton's "observations on the navigation of the Dardanelles," appeared in the "Nautical Magazine" of March, 1833, (p. 113,) and have since been copied into Purdy's Sailing Directory. See also the "Nautical Magazine," of August, (1844,) pp. 484—485, relative to the shoal near Gallipoli.

* It is stated in Miss Pardoe's "City of the Magyar," vol. iii. p. 258, that the *Knoppern*, called by the Italians *Vallonea*, is an excrescence which forms upon the acorn of a particular species of oak, common in, and, with the exception of some Italian districts peculiar to Hungary. It is a dark, hard, irregularly shaped substance, which often entirely covers the nut. It is used in dyeing and tanning, superseding bark for the latter purpose. The price in Hungary varies from five to seven silver florins the quintal. The Magyars, or *Mahdjars*, as the Turks write the word, carry on a great trade from the Danube in Knoppers; and here, in the Dardanelles, the Turks ship many cargoes of Vallonea, which are chiefly collected on the Asiatic side of the Strait.

glittering green, that no painter's brush can imitate. Here and there rose majestic hills divided by verdant valleys, and at intervals on the coast, was seen some village or hamlet, towards which the light caiks of the fishermen, the *ballickjees*, were standing under snow-white cotton sails, (*pambook yelkeny*,) dashing the spray from their prows, and at times almost buried in foam, which sparkled like a shower of diamonds in the sun, as it flew fast and far to leeward.

Through one of these European valleys it was once proposed to cut a ship-canal, in order to unite the Sea of Marmora with the Gulf of Saros, to the north and west of it, which might very easily be accomplished.

Were this carried into effect, vessels would, with northerly winds, beat up the Gulf, (instead of taking the Dardanelles,) and pass at once by the canal into the Sea of Marmora; once through, they could reach Constantinople without difficulty, blow the wind whence it might. But having now the Straits as their only passage, they are frequently two or three weeks, and sometimes months in accomplishing the distance between Tenedos and Gallipoli or Lamsaki, a distance only of about fifty miles, such as Sheerness to London. We, ourselves, reached Tenedos on the third instant, (October,) and it has thence taken us three weeks—less a few hours—to reach the Sea of Marmora; it being to-day Sunday, the 23rd of October.

The Sea of Marmora, (*Mermereh denizee*,) is in round numbers about 100 miles long, and some 50 broad, receiving, from the narrow Bosphorus above, the waters of the Black Sea, or Euxine, which are then thrown off through the Dardanelles or Hellespont, into the Grecian Archipelago below, at

the rate of three or four knots an hour, in their constant downward course. This inland sea is deep, full of excellent fish, has but few dangers, exhibits two or three pretty groups of islands, possesses very picturesque shores, many fine towns, Rhodosto for instance, and numerous villages, and altogether affords a snug cruising ground, whose attractions are far too often neglected by yachtsmen and other travellers, who generally, it appears, seem to think a passing glance at its northern or European coast in the route to or from Stamboul enough and all sufficient. But tourists who have time should certainly, and not rapidly, *make the whole circuit of the Sea of Marmora*, land at its villages and islands, and inspect their antiquities.

There is yet indeed much to be seen besides Brusa between the Gulf of Nicomedia, (*Izmidd Keurfuzee*,) and the peninsula of Artaki. And the river Oostvola, the ancient Granicus, the grave of so many Persians in the time of Alexander the Great, surely deserves a visit from every man at all acquainted with the gallant deeds of "Philip's warlike son." * * *

Monday, 24th October.—During the latter part of yesterday, the wind again increased to a gale, compelling us to strike our main-top-mast, to send down fore-top-gallant-mast and yard, and to close-reef. The distance between Gallipoli in the Dardanelles, and the entrance of the Bosphorus, is, as I have said, about 100 miles. About midway, but nearer to Gallipoli, lies the fine island of Marmora, (*Mermereh Adassy*), distant from the main, rather more than three leagues. "In sailing through the Sea of Marmora, no directions are necessary; the chart is sufficient for all purposes." (*Purdy's Directory*," p. 167.) But a good look out must be kept on the European shore, when the wind is

northerly, as terrific squalls occur every now and then in the vicinity of the mountains which overlook the channel between Marmora and the main, and the line of coast immediately to the eastward, or nearer to Constantinople. The weather has indeed been squally enough, both yesterday and to-day; but it has well answered our purpose, since yesterday, at 7 A.M., we were leaving Gallipoli roads, and this morning, our sixty-third day* from England, at 7 A.M. we were near enough to Constantinople to see H.M. ship *Volage*, 28, Captain Richards, (at anchor far outside the Seraglio and Scutari,) loose sails to dry, and hoist a red ensign. The Turks display their colours at sun-rise, not at eight or nine o'clock, according to the Frank custom.

In approaching Constantinople we again got up our masts and yards, and with colours flying, beat along the European shore, and then stood over to the Asiatic side, near the large barrack below Scutari, off which there is a pole beacon; and thence kept that coast on board, till in short tacks we reached the anchorage below the Maiden's tower, *Kiz Koulessee*, sometimes called Leander's, where we brought up in four fathoms, and rode well. We here delivered our letter-bags to Harbour-master Ross, who came off to us from *Top-hana*, and who also, in reply to our enquiries as to the plague, said it was too true, that it was now worse than it had been for 25 years, and that six thousand Turks, and one hundred and seventy-five Greeks, besides Jews and Armenians, had died of it in Constantinople and the suburbs, within the last week!!! We hear among other cases that twenty-two trunk-makers died in one

* The steamers from Southampton to Stamboul do the same passage in sixteen days, that it took the *Corsair*, a smart schooner, sixty-three days to accomplish.

street in the same forenoon. Soapboilers are seldom, if ever attacked. In the house immediately opposite *Stampa's*, the well-known ship-chandler of Galata three children have just expired together, and the rest of the family are now "wooded in," they have the barrier-gate erected at their walls, which cuts them off from all the world, and all the world from them. Mr. Privalagio, dragoman to Mr. Black, late chief of the Factory, has just been added to the list of victims. Five days since he was in perfect health. People are falling dead in the street, nearly all the Bazaars are closed, yet such confirmed fatalists are the natives here, that notwithstanding all the clamour about contagion and infection, a *hammal*, or quay-porter thinks nothing of carrying off on his knot the corpse of a man deceased of plague, and then returning to convey a bale of goods from some ship to a merchant's warehouse. A glass of water now costs five farthings, most of the city-fountains are dry;* till yesterday and to-day, there

* In 1837 appeared Miss Pardoe's "City of the Sultan," an interesting work in two vols., describing the "Domestic manners of the Turks in 1836," the year when the present "Diary in the Dardanelles" was therein daily penned. Miss Pardoe arrived at Constantinople, December 30, 1835, during the *oroudj* or Fast of Ramazan, and landed January 1, 1836, on which day "Pera, Galata, and their environs, were one hugh snowball." When we arrived in the Golden Horn, October 24, 1836, we also experienced a cool reception, in the shape of tremendous torrents of rain. But whether under snow, rain, or sunshine, Stamboul still presents a most striking appearance: the best time, however, for visiting the place is between May and September. Yet the September of 1836 was not very inviting, since the plague was then intense, and the wells and tanks of the Capital nearly all dry. (Pardoe, vol. ii. p. 333.) The "City of the Sultan" contains no description of the Dardanelles.

has scarcely been a shower of rain for eight months. We luckily filled up our casks in the Dardanelles.

Tuesday, 25th October.—H.M.S. *Volage* has to-day saluted on moving into the Bosphorus. The salute was returned from a line-of-battle-ship moored, with twelve others, at *Top-hana*.

Saturday, 29th October.—Heard to-day that the yacht *Enchantress*,* with Mr. Edmund Smith and family had arrived in the Horn, and that the brigantine *Mischief*, may be daily expected. A fair wind from the Dardanelles is at last blowing, and the port is becoming crowded; more than two hundred sail having been detained in the Straits by contrary winds for weeks past. H.M. steamer *Medea* is in the Dardanelles.

* The vessels of the several *Royal Yacht Clubs* of England are now to be found in all parts of the world; Mr. Boyd's *Wanderer* has visited Australia; Rajah Brooke's *Royalist* the shores of Borneo; several have proceeded to New York and the West Indies; and in the Mediterranean yachts are ever to be seen. We have now, in 1849, no less than *seventeen Royal Clubs*, viz:

The Royal Yacht Squadron	Cowes.
" Royal Northern Yacht Club	The Clyde.
" Royal Eastern	The Frith of Forth.
" Royal Southern	Southampton.
" Royal Western	Plymouth.
" Royal Western	Limerick.
" Royal Harwich	Harwich.
" Royal Yorkshire	Whitby and Hull.
" Royal Thames	London
" Royal Mersey.....	Liverpool.
" Royal Dee	Chester.
" Royal Welsh	Carnarvon.
" Royal Victoria	Ryde.
" Royal Cork	Cork.
" Royal St. George's.....	Kingstown
" Royal Irish	Kingstown.
" United Yacht Club	St. James's, London.

Sunday, 30th October, 1836.—Breakfasted on board the *Crescent*, steamer, Captain Wade, in the easternmost of the two dry rocks in the Tersaneh, the dockyard and arsenal, situate above the new wooden, and only bridge* in the Horn. The *Crescent* is here shored up for repair in her keel, having grounded near the Seven Towers; part of the damage she then sustained, was at once remedied by a Turkish diver, who, *while she was afloat, and he, without bell or helmet, went down and fastened some sheet-lead on her bottom.* This still remains, and is very neatly done. These fellows remain down a minute, and sometimes longer; they are to-day caulking the outside of the dock-gates, and seem to be extraordinary divers and swimmers. * * *

The only means that we have on board of acquiring a little Turkish, our ignorance of which tongue we daily feel, is poring over Kieffer and Bianchi's "Dictionnaire *Turc Français.*"† for grammars we have none.

In this up-hill study, one of our mess still hopes to make some head-way, since he has just found out that "Adam" means a "man," whereupon he gravely guesses that Turkish was spoken in the Garden of Eden. And his rejoicings are also great that the fond word *mama* is common both to the Turkish and the English nursery, while the *papa* of the one

* Since 1836, a second bridge has been thrown across the Horn, in the neighbourhood of the fish-markets and Galata Custom-house. The original *keupree* is toll-free, but each passenger pays five paras for crossing the new one.

† This was published in 1835; the "Dictionnaire *Français Turc*" was not printed till 1845, or, indeed, completed till 1847. And even yet we may look for a Supplement to these four volumes.

is but the *baba* of the other. Then again, so many Persian words are incorporated with the Turkish, that, in turning over the Dictionary, he has discovered the term *burader*, is no other than brother, and that even daughter and *dokhter* are one and the same in every respect, save spelling, and that balcony is derived from *bal-khanè*. Another of our friend's high hopes is that he has at last traced out the veritable origin of the vulgar phrase "give him the sack," which he contends is an expression brought home by Richard Cœur de Lion and the Crusaders, and simply means to shut the door against a person, for misconduct or otherwise. "Here," said he this afternoon, "look here; behold the very word *sakk* vol. ii. p. 115."

"But *sack* and *sakk* may not be quite the same word."

"Nonsense; they *are* so," replied our student, "they are so; that is to say phonetically; and the whole world will write phonetically by-and-bye."

"Now," continued he, "*sakk* is here translated and set down as a 'billet, obligation, sentence juridique,' and also as the '*expédition d'un acte de justice*,' and above all *sakk itmek* is a verb that signifies '*Boucher, fermer l'entrée*!' Thus, Sir, it is clear that discharging a man or shutting the door in a fellow's face, *fermant l'entrée*, is actually and literally giving him the *sakk* not sack."

There was no answering so lucid an argument!

"But I've a better point yet," recommenced our messmate; "Is a goose a stupid bird? Of course it is'nt, every body admits that. Then look here, vol. ii. page 321—nothing like chapter and verse for you—the Arabic word *ghouss* signifies '*un homme sans mérite, imbécile et sans énergie*.' Now, to my mind it's quite clear that when we call a man a goose, for

being—as he may be perhaps—a fool, we are in error in thinking the bird is referred to; no, no, we may call Tom, Dick, or Harry a *ghouss*; and rightly so, without slandering the poor unfortunate martyr of Michaelmas. This *ghouss* is doubtless the right word, this the Arabic one.”

Discussions on such minor topics as the above had led, throughout the passage, to much merriment in the cabin; but more advantage was frequently derivable from the M.S. “Album,” we were permitted to peruse, and which already contained hundreds of words culled from the bethumbed and inexhaustible Kieffer and Bianchi, and then classified. As an example, I here insert a few of “our Linguist’s.”

NOTES ON TURKISH PARTICLES, &c.

1. *Djiq*, or *tchiq*, (or *djiguz*, or *djiguz*), added to a noun, forms its diminutive, as *kitab*, a book; *kitabtchiq*, a little book; *avret*, a woman; *avrettchiq*, or *avretdjiguz*, a little woman. The Persian particle, *tehe*, is also thus used with Turkish substantives, as *djoui*, a river; *djouitché*, a little river. *Dje*, or *tche*, is likewise a Turkish particle, and signifies “according to,” as *Turk-dje*, in or according to the Turkish tongue; and, when added to an adjective, it indicates a slight comparative, as *guzel*, beautiful or good; *guzeldje*, a little better, or more beautiful. The exact comparative of *guzel* is *guzel-rek*.

2. *Djilein*, implies similitude or manner, as *syghyr*, an ox; *syghyrdjilein*, like an ox.

3. *Sher*, or *er*, added to a cardinal number, changes it into a distributive, as *iki*, two; *ekisher*, two and two, or the two; *bir*, one; *bir-er*, one and one, singly. When the cardinal ends in a consonant, *er* is added, and *sher*, where it ends with a vowel. The same rule applies to

4. *Muz*, and *umuz*, signifying our, as *baba*, a father; *babamuz*, our father; *ev*, a house; *evumuz*, our house; *game*, a ship; *gameemuz*, our ship.

5. *Mish*, or *mush*, indicates a participle past, as *kefenlen-mich*, or *kefenlu*, buried, from *kefenlenmek*, to inter.

6. *Iyq*, or *lik*, is thus added to an adjective, as *qaran*

obscure or dark; *qaranlik*, darkness; *guzel*, beautiful; *guzellik*, beauty; *orman*, a wood; *ormanlyg*, a woody country; *on*, ten; *onlik*, a coin of ten paras.

7. *Lu* added to the name of a place, gives that of its inhabitant, as *Londra*, London; *Londralu*, a Londoner. It has also other powers, as in *ad*, a name, *adlu*, one who has acquired a name or renown.

8. *Lanmaq* changes a noun into a verb, as *at*, a horse; *atlanmaq*, to ride on horseback.

9. *Indji*, or *nidji*, added to a cardinal number, as *dort*, four, makes *dortindji*, or the fourth; *dortindji adam*, the fourth man. A fourth and a quarter are not, however, synonymous in this instance, *tcheirek*, (not *dortindji*), signifies a quarter, as *bir tcheirek okah*, a quarter of an oke.

10. *Idji*, *tchi*, or *dji*, as terminations, give the trade or occupation of a person, as *etmeck*, bread; *etmeckdji*, baker; *gapou*, a door; *gapoudji*, a door-keeper. From *seuilemek*, to speak, is also thus derived *seuileidji*, a speaker.

Monday, 31st October, 1836.—After perambulating the bazaars and streets of Stamboul, and trotting round the picturesque walls of the city, on a veritable "Arab Steed," I dined at the Hungarian Hotel at Pera, with Lieut. Wm. Morris, R.N., (now Commander of H.M.S. *Arab*,) who was present in the Genoa frigate at the Battle of Navarin, nine years since, this very month (20th October 1827) Not content with our morning's trip, and being of opinion, that after coming three thousand miles to see the "Lions" of Constantinople, it would be sheer folly to be deterred from our purpose, simply because the *plague* was in the place, we now made further arrangements for sight-seeing, with the result, however, of which it would be out of place to trouble the reader of this rough Journal. I shall, therefore, not attempt to pen a description of our "Wanderings in Stamboul," but venture to recommend strongly all who intend to visit the Turkish Capital, to carry out with them Miss Pardoe's "City of the Sultan," and White's "Constantinople," as well as Urquhart's

“ Spirit of the East.” For myself, I can but faintly hope that travellers will find aught worthy more than a cursory perusal in this my “ Diary in the Dardanelles.” But should the contrary prove to be the case, it is not improbable I may become bold enough to attempt another Levantine *brochure*.

One of our writers—Usborne, if I recollect rightly—stamps as *rash* any traveller who ventures to visit the Levant, without some knowledge of Italian or Spanish; and, from my own experience in Turkey, I cannot but concur with him. Spanish is spoken by all or nearly all the Jews; and, Italian is not altogether unknown to those persons who are connected with shipping in any of its branches. To the long sway of the Venetians in the Levant, the latter fact is to be attributed; and, the Jews, perhaps, continue to speak Spanish, because the great majority of those now settled in Turkey seem to be descended from men who were expelled *en masse* from Spain; and to whom their own Hebraic language was, there and then, almost as unknown, as the Greek tongue now is to the Greeks, in the interior of many parts of Asia Minor.

There are many English who hug themselves comfortably with the idea that a knowledge of FRENCH will carry them all over the world. Heaven save the mark! Will French serve them even in Wales? or will English serve them in Wales? Not a bit of it; in many, very many, parts of the Principality. And, they may rest assured that, if they visit the Dardanelles, French will be of *no* use to them, except under the roof of a Consulate; *and not always there*. To expect all travellers to know Turkish, is, of course, childish; but, I still may recommend them to “pick up” a *little* Italian and Spanish, before they visit the Hellespont.

In conclusion, let me observe that it has now been my fortune to visit Constantinople several times, and that I have generally noticed English travellers arrive there with a very scanty supply of maps, imagining that the Pera booksellers will, of course, be able to furnish them. Trust not to such a chance! To be without a map is almost to be in purgatory. Bring maps from England, is the advice I tender to all who contemplate the Turkish tour. Wyld, of Charing Cross, is, perhaps, the best man to apply to on the subject. In 1830, he published one that travellers to Stamboul will find very useful, viz.:—a “*Carte et plan de Constantinople et du Canal du Bosphore, par M. M. Robert, revus et corrigés par Constantin Sevastopulo, Grec.*”

It is now before me! There! I put my finger upon *Kiz Koule*—the Maiden's Tower—below which the *Corsair* brought up. It was here we anchored, after working through the Dardanelles. Close on the right is *Scutari*, and in my “mind's eye” again I see its forests of cypress, its mosques, and minarets. On the left is the *Serai*, the Sultan's immense and mysterious palace; on the one hand, the entrance to the silvery *Bosphorus*; on the other, the broad mouth of the *Golden Horn*, crowded with shipping, from every clime. To the craft with which the Frank is familiar are here added, all the varieties of Oriental vessels, *volyks*, *tcherneeks*, *shaikas*, *misticoes*, and *zebecs*; and as for boats, *fancy* conjures up passing *perèmès*, *piadès*, *yilans*, and countless buoyant and swift *kaiks*; and, now myriads of aquatic birds, the *yel kovan*, the *marti koushi*, are worried into wider circles in their restless flight from wave to wave by the sudden thunder of artillery saluting the *Padisha* as on his way to Mosque, he passes the fleet off *Top-hana* in his *Kandja-bash*, his state-barge, manned

by a gaily dressed crew of twenty-six, pulling rapidly, but with the greatest precision to the time kept by the *hamladji*, the stroke-oar; and now the Frank men-of-war open fire, and as the smoke clears away, their tall spars that a minute since, bore but a pendant, are seen covered with signal-flags fluttering in the breeze from the truck to the very deck. Such is the scene that *fancy* conjures up as the map of Stamboul lies open before me. Such is the scene I *have* witnessed; and, *reader*, if *you* have *not*, the sooner you reach Southampton the better—there join the steamer—in sixteen days you may see the young Sultan Abd-ul-Medjid—and shout with his loyal subjects *Tchoq yasha!*—Do but this, you will not regret the advice, and you have at least, my humble but heartiest wishes, that your own estimable “shadow may never be less!”



THE
PIRATES OF THE ARCHIPELAGO.



THE
PIRATES OF THE ARCHIPELAGO;
OR,
LEAVES FROM A LEVANTINE LOG.

[*Re-printed from Colburn's New Monthly Magazine.*]

“Algerine piracy”* said Millerby, one forenoon, “is now at an end; but, in my opinion, it will not prove equally easy to put down piracy in the Levant. In that respect Otho’s subjects are as bad as the Malays.”

“True enough,” added Knighton, “when Karabusa was captured in ’27, by the squadron under Sir Thomas Staines,† some good was, we must admit, effected; but, now, without keeping half-a-dozen men-of-war *constantly* cruising between Candia, Mytelene, and Tenedos, we shall never succeed in

* But the Moons even yet exercise this free and easy calling. See the “*Times*” of the 20th of November, 1848, p. 4, col. v.; and the same paper of the 30th of November, 1848. *Vide* also the “*Gazette*” of the 21st of November, 1848.

† *Vide* the last chapter of Gordon’s “Greece,” 2nd vol,

keeping these rascally Greeks in order. Every man-jack of them seems born a pirate. A frigate moored at Athens or Smyrna does but little good; it strikes no terror into their guilty souls."

"Some twenty years have now elapsed since Karabusa was taken," said Mac Cuming, "and scarcely a single year has gone by without its authenticated tale of plunder and murder. The Grecian Archipelago contains, indeed, full many a nest of cut-throats."

"Then," exclaimed Webster, "we ourselves may fall in with an exciting adventure before we conclude our passage into the Sea of Marmora."

"Like enough," replied Millerby, "though I admit I have no stomach for such incidents. Pirates may be acceptable subjects to the novelist or the poet; they are, perhaps, well enough as food for the imagination, but, in stern reality, they are ugly customers to deal with. Some day I'll relate to you what befel me when a much younger man; and, I had the misfortune to be carried into Napoli di Romania by a corsair. I must now go on deck to take the sun." And here Millerby, quadrant in hand, ascended the companion-ladder.

"How long," asked Webster, "are we likely to be before sighting Candia or Cape Matapan?"

"If this westerly breeze holds," replied Mac Cuming, "we may reach the Cape in about a week. Less than a week is a common passage from Malta to Cerigo."

"The breeze is fresh enough at present," said Knighton, "the schooner must be going seven or eight knots. Few pirates could catch her now."

"They seldom attack vessels under sail," said Mac Cuming; "formerly they had no objection to do so, but the present fashion of the Klephts appears to be

to wait till a craft brings up, and then to board her at night. The *Margaret* was taken in this way in September, '36."

"Where?" asked Knighton.

"Off Cape Janissary," replied Mac Cuming, "at the mouth of the Dardanelles, on the Asiatic or Trojan side, almost in face of Tenedos."

"Did they plunder the vessel?" asked Webster.

"No; the *Margaret* was in ballast, but the rascals murdered the man who had the anchor-watch; and, unfortunately, and notwithstanding the unremitting exertions of the English Consul, the pirates were never discovered. Three weeks afterwards another piracy was committed near the very same spot. I was in the Dardanelles at the time."

"What was the name of the second captured vessel?"

"The *Hellespont*, commanded by an old friend of mine, of the name of Longridge. The affair made some noise among the merchants, and on our reaching Constantinople, led to many former cases being raked up, of which I had not previously heard. I took a few notes of them as they were from time to time mentioned at Stampa's, and I have ever since followed the same plan, carefully noting down all cases as they appear in English papers. I rather think I have the memoranda on board. After we've determined our latitude, I'll overhaul my writing-desk, and see; but, I must now join Millerby on deck, the sun should be nearly up."

"Who's Stampa?" inquired Webster of Knighton, as Mac Cuming left the cabin.

"Stampa—the glorious Stampa—is as well known in the Turkish capital as the Sultan himself," replied Knighton. "His rank, it is true, is but that of a ship-chandler, of which useful class there are but two

or three notables in the place, Stampa and Proctor, and, I think, another, but I can't recollect his name. Of Greek and such like spenditores, there may be shoals for aught I know to the contrary; but, the English, as a body, patronize Stampa. He was the original in the trade, has lived safely through revolutions, plague, and fire; was on the spot when the Janissaries were suppressed, or rather 'smashed into smithereens' in '26 and at the present moment is held to be as rich as a Jew, though it is right to say, the old boy is a Christian; and, one, not only in name, but in character. His shop is situate in the suburb of Galata, and is the grand resort of English skippers and travellers, where they quaff grog and pale ale, smoke the best tobacco, pick up the news, arrange excursions into the country, and trips to the Mussulman side of the harbour, to the tcharshees, baths, bazaars, and so on. The shop itself is an *omnium gatherum*, containing everything, from vinegar, to attar of roses, trinkets, cheeses, hams, books, walking-sticks, ladies' slippers, and God knows what! Order what you will it is obtainable through Stampa, the honest Genoese, in the turn of a handspike, or before you could say 'Jack Robinson.' I'll introduce you, my boy, as soon as we set foot on the shores of the Golden Horn! We'll drink to Stampa's 'jolly good health' in his own shop; and, when we set down our glasses, the old boy is sure to exclaim '*Afietler olâ!*'—much good may it do you."

Three raps with a handspike were at this moment suddenly heard on deck, following the cry of

"Twelve o'clock, there!" "Call the watch!" "Heave the log!" "Sound the pump!" "Strike the bell!" And as soon as the third rap was given, a seaman's rough voice thundered out

"Starboard watch ahoy! below there! do you

hear the news? Twelve o'clock, you old salts, tumble up!"

Though this was simply addressed to the fore-castle, Knighton and Webster, the two passengers in the cabin, also went on deck to look around them.

"Eight bells, gentlemen," said Millerby.

"Now, steward, bear a-hand with the dinner," added Mac Cuming.

"Ay, ay, sir," was the reply from the smoking cabouse.

"E.S.E." mumbled the man at the wheel, to him of the starboard watch, who came aft to relieve him. And on an E.S.E. course the schooner was accordingly kept.

"Seven knots, sir," said the apprentice, as he hauled in the log-line, which was immediately re-wound upon its reel.

"What's our latitude?" inquired Knighton of Mac Cuming, who was penciling four or five lines of figures on the weather bulwark.

"Exactly thirty-eight north," was the answer.

The party now fell into a quarter-deck walk; and, after a few turns, during which the cabin boy had laid the cloth for dinner, the steward received—*inter alia*—our favourite dish, a baked sea-pie, from the cook, and then having deposited it in due form below, announced that dinner was ready. Whereupon Mac Cuming, Knighton, and Webster dived into the cabin upon gastronomic thoughts intent; while Millerby remained on watch, the whole of the men, the helmsman excepted, being also sent below to their salt junk and potatoes.

By-and-bye the whole party were again on deck, taking their grog, Millerby having been relieved for half an hour by Mac Cuming, during the hour's dinner-time. The conversation shortly reverted to

piracy. Mac Cuming had fortunately found his notes, and by these it appeared that on the 5th of October, 1836, the brig *Hellespont*, already alluded to, when at anchor off Cape Greco, on the European side, at the entrance of the Dardanelles, was, at 9h. 30m. P.M., boarded by pirates from a boat that dropped stealthily alongside. The only person on deck was a boy, the crew having all turned in. A crowd of Greeks at once took possession of the brig, the boy after receiving a blow from a musket, escaping below. The carpenter then tried to gain the deck, but was beaten back into the forecastle. The pirates remained on board an hour or two, loaded their boat with all the stores and provisions, and sails and rope on deck, did as much damage to the vessel as they could with their swords, and ultimately left her, having taken the precaution of batten down the hatches to keep the crew below as long as possible after their departure.*

"This piracy of the brig *Hellespont*," continued Mac Cuming, "occurred in October, '36, and passing on to '37, I find by my notes that in that year three piracies were committed; one in June, '37, one in August, '37, and one about Christmas, '37. The first case was that of the *Thomas Crisp*, an English merchantman, boarded and plundered when at anchor between Tenedos and the main; the third case in order of date was that of the *Hope*, of Glasgow, boarded at the same anchorage, the mate of the *Hope* being wounded; and the second case happened more to the southward, namely, near Candia. This second case appeared in most of the English newspapers. It occurred on the 31st of August, '37. The unfortunate vessel was a Greek *saccolava*, com-

* This is the piracy I have described *ante* at pp. 30—31.

manded by one Stamati Cocchina, bound from Canea, in Candia, to Spezzia, between Napoli di Romania and Athens. The pirates surprised the *saccolleva* off Candia, *under pretence of being custom-house officers*. The crew, four in number, the captain, and five passengers, were all murdered except two! The vessel was scuttled and went down, but the two survivors managed to swim ashore, and five of the pirates who had gained no less than 20,000 dollars by this capture, were ultimately taken, and after a delay of twelvemonths, executed at Zante on the 27th of November, '38."

"A flagrant instance of the laws delay," cried Millerby.

"Notwithstanding this example," continued Mac Cuming, "the years '38 and '39 were not without their piracies. In the former year, on the 1st of September, the *Hendrika Elizabeth*, a Dutch merchant-brig, was taken near Scio; and in '39, an Austrian brig, the *Bocchese*, was attacked under sail near Tenedos. In the year '40 there *appears* to have been a lull; I have no notes of piracy in that year, though probably our consuls at Smyrna or Salonica, Syra, Athens, or Napoli di Romania, could tell a very different tale. Speaking of Napoli, I may remind you that was the place where the guillotine was first used in Greece (soon after Otho's accession). The culprit who suffered was a pirate who had assassinated, first the captain of a caique, then the servant of a passenger, next the passenger himself, and then to crown all he had seized the passenger's wife, carried her to an unfrequented islet, whence after some little time she was miraculously rescued by some passing ship, and the assassin brought to justice."*

* For an instance of the off-hand (and off-head) man-
H 3

"Had he been taken down to Malta for trial," said Knighton, "the chances are he would have been acquitted. There seems to be a most unaccountable mania at Malta for acquitting pirates. A mixed court might be established at Tenedos to try such criminals."

"The Yankee fashion is the best," said Millerby. "A drum-head court-martial and a swing at the yard-arm, an hour after capture. Or 'give 'em the stem' if they attack you under way."

"Our humanity-mongers won't allow that," said Webster. "They'll never consent to that."

"Not till some leading M.P.'s yacht is taken, and his family experience the tender mercies that animate the classic bosom of the *regenerated* Greek! D—n the Greeks, say I; they're the greatest rascals under the sun, and those only who have lived among them a year or two, can understand the extent of their rascality. Sorry enough we ought all to be that England ever helped them against the Turks. Navarino was indeed an 'untoward event.'"

"But how about this piracy near Scio?" inquired Webster of Mac Cuming, thus bringing back the conversation to the point whence it had for a moment diverged.

"The case near Scio," said Mac Cuming, "was that of the *Hendrika Elizabeth*. The *Bocchese*, as I said just now, was attacked under sail near Tenedos; the *Hendrika* when becalmed near Scio. The *Bocchese* was armed, and the Austrians killed several of the pirates in beating off the two large boats in which they attacked her. This was on the 7th of January, '39.

ner of capital punishment in Greece, see the "*Times*," of December 31, 1841.

“ The *Hendrika* was taken on the 1st of September, '38, and an account of this affair immediately appeared in the *Journal de Smyrne*. The circumstances were these:—‘ Hailed by a country boat, rowed but by two men, she was about to supply them with the water they pitifully requested, when several armed fellows started from their hiding-place under the half-deck of the boat, fired a volley upon the brig, wounded three of her crew, ran alongside, and boarded. Compelling the Dutchmen to proceed to Ipsara, they there hove-to behind the island, sent all hands below, bound the captain's arms, filled their own boat with plunder, and then scuttled the brig! On the departure of the pirates, the crew and captain, after much trouble, regained the deck, but all their efforts at the pumps were of no avail; the vessel continued to fill, and at last she heeled over and sunk, when about two leagues to the northward of Scio. All hands fortunately reached Smyrna in one of the brig's boats, but as to the pirates nothing more was heard of them. This was in '38, the *Bocchese* affair was in '39, six months before the death of Sultan Mahmoud.’ ”

“ Pray continue your yarn,” said Webster, “ it interests me much.”

“ As far as my own information goes,” said Mac Cuming, “ there was, as I said just now, a lull among the pirates in 1840; it is true I was not in the Mediterranean in that year, and therefore not exactly in the best position for news, but the 16th of June, '41, proved the ‘ water-rats ’ to be again out of their holes. On that day two piratical vessels, a schooner and a cutter, chased a large Turkish caique from Tenedos to Cape Baba, opposite Mytelene—the birth place of Barbarossa—and ultimately they gained so fast upon her that to escape she was com-

pelled to run ashore. During the chase, a continual fire of musketry was kept up. These were probably the same vessels of which the Countess Grosvenor speaks in her 'Narrative of a Yacht Voyage,' by stating that Mr. Lander, the English consul, warned her on the 23rd of June, '41, against two piratical craft, cruising off the Troad and Mytelene. Her ladyship's yacht, however, the *Dolphin*,* did not fall in with them. When the news of the attack on the caique reached Smyrna, H.M.S. *Dido* put to sea."

"But caught no pirates," said Millerby, "though an Austrian brig-of-war accompanied her."

"Our government," said Knighton, "seeing the number of English vessels trading between Liverpool London, and Constantinople, ought always to keep a smart sloop-of-war on station at Tenedos, and also an armed steamer cruising among the islands. Here already are cases enough to attract ministerial attention in the *Margaret*, *Hope*, *Hellespont*, and *Thomas Crisp*, in addition to the foreign vessels that have been taken or attacked. And doubtless scores of cases are never reported or known in England at all."

"Like enough," said Millerby, "and dead men tell no tales. I remember that at the close of '41, when the Candiotes fruitlessly rose against the young Sultan, who had then not reigned two years, several vessels were fallen in with in the *Arches*,† abandoned and plundered, and it was conjectured that the craft, ostensibly fitted out in the Greek islands to assist the Candiote insurgents, had in reality turned pirates."

* The *Dolphin* now belongs to Vice-Commodore Perkins of the Royal Harwich Yacht Club.

† "Arches" is the term generally used by sailors to indicate the Grecian Archipelago.

It is well known that they were all provided with arms and ammunition, and they probably plundered and murdered in all directions. And yet Mr. Cobden, M.P. for the West Riding, tells us there are *no* pirates, and wants to *reduce* our Navy. But *his* opinion on naval matters is all *bosh*."

"Well," said Webster, "as pirates seem to continue so much the fashion in Greek waters, we had better exercise all hands at the great guns, the very first calm we fall into. I think I could nearly hit a beef-cask myself, wind and weather permitting, though I have not been trained in H.M.S. *Excellent*; but, after all, a rifle is the best piece to pink a pirate with."

"We have two six-pounders," said Millerby, "as you know, but, perhaps, you are not aware our owners have actually sent us to sea without a single shot! Of powder there is galore, more than enough. So far we are in luck."

"As for shot," said Mac Cuming, "we'd soon find a make-shift, by cramming the guns with any thing; with nails, bottles, coals, and junks of wood. Besides we have a few bullets."

"And pirates," said Millerby, "are frequently to be beaten off by bullets and a little pluck. A French brig, *Le Petit Matelot*, beat off some of the rascals when at anchor off Scala Nuova, near Ephesus, on the 5th of May, '42, and you have already heard that the *Bocchese* did the same in January, '39, near Tenedos, when under sail."

"True enough," said Mac Cuming, "yet the success of *Le Petit Matelot* in May, '42, must still be contrasted with the unfortunate affair near Smyrna but a few weeks afterwards. The pirates were probably the same in both cases."

"What was that Smyrna business?" inquired Webster.

"On the 19th of July, '42, a boat with a crew of eight," replied Mac Cuming, "was off Kara Bournu,* bound out of Smyrna to Calymnos, having on board a sum of money received for a cargo of sponge which they had just landed at the former port. Pirates attacked them in the night, and murdered seven men out of the eight on board, plundering the craft of every thing as a matter of course. The villains are now seldom content with plunder; they seem to delight in blood."

"'Tis a strange thing," said Webster, "that a Turk is seldom, if ever, found on board these pirate craft in the Levant."

"The majority of the crews," replied Mac Cuming, "are invariably and indisputably Greeks, with frequently a few Sclavonians, and occasionally a Maltese or two. Albanians seldom show their noses out of the Adriatic, in which sea the Austrian marine is tolerably vigilant. Piracy, however, occasionally occurs among the Ionian Islands."

"Never mind the Adriatic or the Ionian Islands, as we're bound to the Arches. Give us another case or two, Mac Cuming. Your last was in July, '42. I had no conception piracy yet existed to such an extent. As for the Adriatic, the new, spic-and-span German fleet may watch that."

"The countless isles of the *Ægean*," said Mac Cuming, "afford so many places of concealment, that very many years may elapse before a trip through the Arches will be unattended with danger. The chief rendezvous of the celebrated Hugo Creveh ier,

* Cape Black.

who flourished as a pirate for twenty years, is said to have been Paros—there is a long account of that worthy in the second volume of ‘Emerson’s Letters’—but Paros is but a poor hiding-place now in comparison with others I could myself point out, and some of which are fortunately known to our surveying officers.”

“The rascally corsairs come westward sometimes,” said Knighton. “A case of piracy that occurred in ’43, I happen myself to remember; it was perpetrated on the 2nd of December in that year, on a spot we recently passed. In this instance a sharp, black, polacca brig, coppered, with an ordinary figure-head, very light, and having no appearance of ports, sailing fast, according to every account, boarded a brig and a barque off Malaga, kept possession of the barque a whole night, and the next morning scuttled her. The brig reported that about thirty men, apparently Greeks, were seen in the pirate, whereupon one of the consuls at Malaga wrote down to Gibraltar, and H.M. steamer *Locust* was sent in chase, but never came up with the pirate. She had as bad luck as H.M.S. *Dido* at Smyrna.”

“What became of the crew of the barque that was scuttled at Malaga?”

“I never could ascertain,” replied Knighton.

“The western case you have just mentioned,” said Mac Cuming, “occurred in December, ’43, not three months after Kalergi’s useful revolution at Athens, and I find that in the preceding October or November, a Greek pirate schooner captured a Levant country vessel, near Rhodes, murdering nine persons. The two leaders of the pirates were here recognised, but never actually brought to trial, so far as I have heard. They were called Yani, Zanni, and Spano.

This was not the first known instance in which the former had shown himself an assassin."

"The pirate schooner to which you have just alluded," said Millerby, "was ultimately taken at Samos and sent to Rhodes. She was called the *Santa Trinità*. All the pirates but five escaped, and these five, when taken, made some horrible confessions at Rhodes to Hassan Pasha, who would willingly have struck off their heads, but as his prisoners were Greeks, he was compelled to write for instructions to Constantinople. I therefore presume the fellows were ultimately forwarded to Athens. What became of them I know not."

"What disclosures did they make?" asked Webster.

"They confessed," said Millerby, "about a dozen cases of piracy, in each of which they had murdered their victims; they acknowledged having taken from one of their prizes a young girl of eighteen or nineteen years of age, of surpassing beauty, and admitted that during the three days she was kept on board the pirate, she was assaulted by all the crew, and forced to abandon herself to their guilty passions. This done, they cut off her beautiful tresses, and were about to decapitate her, when she requested to be thrown into the sea instead of undergoing the knife, and overboard she was immediately thrown."

"Infernal monsters!" exclaimed Webster. And a tear trickled down his cheek.

"For those fellows," said Knighton, "even impalement were too easy a death; or horizontal crucifixion on the sands, to drown by inches as the tide rose."

"Or frying to death over a slow fire," added Millerby. "We have no tides in Greece."

"In '44," continued Mac Cuming, after a pause, "Mediterranean piracy seemed much on the increase; a pirate schooner, a pirate brig, and a pirate barque were frequently reported, and it began to be believed that the ruffians occasionally changed their rig as well as their station. Several foreign vessels were ransacked about the month of April; on the 2nd of March, the *Clipper*, Captain Hammond, from Liverpool to Malta, and Smyrna, was chased off Cape Passaro by a very suspicious barque, which at one time was within a mile of her; she had a small heart, painted white, on her stern, showed no boats, and from the rapidity of her movements, Captain Hammond believed her to be well manned. It was afterwards ascertained that while this vessel was chasing the *Clipper*, two small craft left Sicily for Malta with specie, but they reached not their destination. One was never heard of; the other was a few days afterwards picked up at sea, abandoned, with water-casks emptied and other signs of having been plundered."

"By that confounded barque, doubtless," cried Knighton."

"I agree in that opinion; and about the same time a French vessel, the *Jean Baptiste*, Captain Martin, was dodged by a piratical-looking craft near Ivica, a spot towards which the pirate was like enough to have proceeded from Malta, for to remain long in one place is no part of a rascal's plan."

"In July or August, '44," said Millerby, "a Neapolitan war steamer captured a corsair off Calabria, manned, it was said, by sailors of all nations,—I read that in the *Nautical Magazine* at the time. I think the volume is still in my berth. 'Tis a great pity our consuls and naval officers do not furnish that periodical, with *every* case of piracy that occurs. What is everybody's business is nobody's."

"The capture by the Neapolitans did not suppress piracy nevertheless," said Mac Cuming, "for about September or August, '44, I was at Athens when some pirate-boats cruising in their old haunt, the Doro Passage, inside the island of Negropont, captured two merchant vessels and one of Otho's armed cutters with 16,000 drachmas on board, putting the crews to death. Some of their headless bodies washed ashore at Andros, where no less than twenty were picked up on the beach. Two French steamers started after the pirates from Athens, but as usual the villains were not to be caught. A few weeks afterwards, in October, a party of Palichars seized a small vessel in a creek near Atalanti, and thence set off on a piratical cruise. Near Skyros they commenced operations by taking three boats laden with general merchandize, but Heaven knows what became of them afterwards. However, there was piracy enough in the Arches at the close of the year '44. In '45 the ruffians were rather more quiet."

"But," said Millerby, "in this year in which we are now cruising, as sure as we have just finished dinner, and got a fair wind—"

"There is no doubting *that*," said Knighton.

"Certain as that is," continued Millerby, "it is equally certain the pirates are still at their old tricks. Now in 1846, just before leaving Liverpool I received a letter from Smyrna, dated July 31, stating, that on the 19th of July, two boats manned by thirty-two pirates, landed at Nicero, near Rhodes, attacked the magazines of the island and carried off all the valuables they contained. They also boarded a craft belonging to Yacopo Nicolaide, whom they ill-treated, and also despoiled of his property, which they carried to Nicaria, below Scio, and there disposed of. After which they set sail and were last seen near Patmos. Now

this, mind you, occurred in July, '46. And even now we ourselves must keep a sharp look-out if becalmed among the islands."

"Sail ho!" shouted the seaman, stationed on the fore-yard.

"Where away?"

"Right a-head, sir, on the port-tack, close-hauled."

"You should have seen her before, Strang, she's not six miles from us."

"She's a fruit schooner," said Millerby, putting down his spy-glass after taking a good look at her hull and canvass.

"Show our number," said Mac Cuming, which was accordingly done, by Marryat's signals, and after the flags had fluttered aloft for about five minutes, the stranger made them out, hoisted the answering pendant at his mainmast-head, and showed the red ensign of Old England from the peak. In a quarter of an hour he tacked, showed his own number at the main and Marryat's telegraph flag at the fore. On referring to the code we found our friend to be the *Bantam*, and his telegraphic message was simply this,—“Boats—of—H. M. S. *Syren**—have—recently—taken—60—pirates—at—Stanchio—with—their—4—craft.”

"It's devilish odd," said Knighton, "that such a signal should be made just as we were speaking of pirates. 'Talk of the devil, and his imps appear,' is, however, an old proverb. '*Quand on parle du loup, on voit la queue, dit-on.*'"

"*Syren*'s exploit has, however, lessened our own chance of a 'brush,'" said Webster.

"Why, Web," exclaimed Knighton, "you seem earnestly bent on battle with these brigands afloat!

* *Vide* "Nautical Magazine" for 1846. p. 551.

By the holy poker! thou art as valorous as Hector of Troy, worth five of Agamemnon, and ten times better than the nine Worthies! There's a Shaksperian touch for you, my boy; as for myself I've no great ambition to cross swords or pull triggers with a petticoated palikar. The saints defend us from their fierce attacks. Hollo! the fruiter's about, and will fetch within hail of us. Aft with you, she'll pass under our stern, and her skipper there in the rigging, looks as if he had something to say."

The four friends sprang towards the tafrail—on came the *Bantam*—her polished broadside upturned and glittering in foam as she lay down to the breeze, and her cutwater proudly dividing the heavy seas she successively encountered, while an occasional roll seemed to tally well with her undeniable rakishness, as if her very form was aware of its own beauty, and tried thus swaggeringly to appear to the best advantage in the eyes of those who were intensely watching her approach.

If Yacht Clubs have at all advanced our naval architecture, and that they have, every one who has watched them closely, must admit, there is no class of vessels which has more profited by the improvements they have introduced than the fruit-schooners, trading between the Levant and London and Liverpool. The Yankees are often pronounced to be the best schooner-sailers in the world. Looking at the admirable way in which our own fruit-schooners are handled, I cannot bring myself to entertain that opinion; or even to admire the vaunted western rig of "triatric-stays." Our yacht-clubs also seem to concur with me on the last point, since out of no less than six hundred sail now forming our Seventeen Royal Clubs, *two* vessels only are rigged Yankee fashion! One of these is the *Sapphire*, belonging to

the Right Honourable T. Milner Gibson, late Vice-President of the Board of Trade, and the other is (I think) the *Fair Rosamond*. The owner of the *Sapphire* is a thorough yachtsman, and, moreover, a good navigator, ever taking the entire charge of his own vessel; and having now in the exercise of a praiseworthy aquatic spirit well tried Brother Jonathan's mode of rigging, I should not be at all surprised to learn that it has been "found wanting," and that the *Sapphire* in a short time shifts both spars and canvass to the pure British system. The reader will probably wonder what these remarks have to do with the *Bantam*. Certainly, not much; but when she stood towards us she looked exactly like a yacht, and now by one of those accidents which *will* occur to *amateur* authors, I—after recording that fact—find my pen running away from the point actually in question. Well, then; the pitching and rolling "fruiter" rapidly approached, and soon a manly voice sang out—

"The skipper's hailing," observed Webster.

"Do be quiet!" cried Mac Cuming, "How can I hear him, unless you are all silent?"

"Mind your helm, Sir," shouted Millerby to the man at the wheel.

"While you're staring at the *Bantam*; we shall broach to. Mind your helm, I say! Starboard a little."

"*Bantam!* ahoy!" exclaimed Mac Cuming.

"Holloa!"

"Do you wish to communicate?"

"Aye, aye! heave to, and I'll send a boat aboard."

The two schooners being at once brought-to, a boat was lowered from the *Bantam*, and soon pulled alongside. The skipper was in her stern-sheets, and no question of quarantine regulations seemed to trouble

his mind, for in a few minutes he closed and sprang into the main-chains, where, holding on by the aftermost shroud, he, with a leer, requested it to be "perfectly understood," that he had "*not boarded us.*" Not he! And there is little doubt he subsequently informed the quarantine officer in Standgate Creek he had *boarded* no vessel whatever on his passage. Seafarers can occasionally manage these Mediterranean matters with all the cunning of special pleaders!

But why should I inflict upon the reader the private conversation that ensued? It may be more serviceable to inform him, that each case of piracy recorded above, is really and truly FACT NOT FICTION.*

* The following letter was recently sent by Count Sturmer, the Austrian Internuncio at Constantinople, to the government at Vienna.

"Constantinople, 4th July, 1848.

"I beg leave to inform you that the Sublime Porte has despatched a fleet, under the command of Maschouck Pasha, towards the Turkish coasts beyond the Dardanelles, for the purpose of protecting merchant-vessels against the attacks of pirates, who are making their appearance *more frequently than before*. The Porte having invited me to support these measures, taken in the interests of trade, I have requested the Austrian consuls at Smyrna, Salonica, Beyrout, Cyprus, and Candia, to afford the commander of the fleet, Maschouck Pasha, all the assistance he might be compelled to claim according to the maritime laws and existing treaties."

(Signed)

"COUNT STURMER."

The *Daily News* of the 21st December, 1848, records the landing of thirty pirates in Eubœa, the sack of a village, and the robbery of a Turk of 25,000 drachmas! The Grecian Archipelago is verily a delightful *locale*.

APPENDIX.

NAVAL TERMS.

HAVING in the present volume, at page 45, suggested in a note the preparation of a *naval vocabulary in English and Turkish*, I may here offer a brief contribution towards carrying out the desideratum. This part is now printed as I find it set down in my note-book, half in English and half in French, with the Turkish in an outer column.

Faire voile; déployer les voiles	yelkenleri salyvermeq.
Déployer les voiles	yelken âtchmaq.
Abaissier les voiles.....	} yelken indurmeq.
Amener les voiles	
Lever la voile.....	ref ^r i yelken itmek.
Plièr les voiles	} yelken divshurmeq.
Caler les voiles	
Serrer les voiles	} yelken durmeq.
Serrer les voiles.....	
Déployer la voile du départ	} shira-kushaî azimet olmaq.
mettre à la voile.....	
Naviguer à pleines voiles, à	} yelken dholdourmaq.
voiles enflées	
Hisser la voile	yelken qaldurmaq.
Abaissier le pavillon	bairaghy indurmeq.
Déployer le drapeau	bairaq atchmaq.
Hunier.....	tchanaqliq yelkeni.
La grande voile ou la voile	} buiuk yelken.
du grand mât.....	
La civadière	djivadra yelkeni.
Voile de trinquet	tirinketè yelkeni.
Voile d'artimon.....	maistra yelkeni.
Voile de misaine	midjena yelkeni.
La grande voile.....	orta yelken.
Le mat du milieu	orta diregui.
Le grand mat.....	bash diregui.
Le mat de misaine.....	mezana diregui.
Le mat d'artimon.....	} tchember diregui.
Le beauprè	poupa yelkenun diregui.
Le vergue	seren diregui.
La vergue	artenna (or seren).
Amorces (the booms)	felenk.
Le mat	direck.*

* Is this the derivation of *derrick* ?

The figures in the third column refer to the Dictionnaire Turc-Français, where the Turkish words will be found in the page and volume indicated.

		vol. p.
To caulk	qalfat itmek	ii. 500
A mistico	mistiqo	ii. 892
A hatch-boat	tcharniq	i. 776.
A flag-ship	bashtarda	i. 177.
A war-galley	qadyrgħa	ii. 414.
Vessel of war	djenk guèmici	ii. 640.
" "	beilik guèmici	i. 222.
Merchant-vessel	bazyrgħian guèmici ...	i. 174.
A transport	mavouça	ii. 742.
A packet-boat	mektoub guèmici	} ii. 988.
" "	mektoub sefinèci	
A felucca	fulouqa	ii. 397.
A cutter	qouter	ii. 516.
A brigantine	berkenti	i. 205.
A brig	ibriq	i. 3.
A schooner	ghouletta	
A corvette	qorveta	ii. 1302.
A frigate	fırqata	} ii. 373.
" "	fırqatin	
A two-decker	qapaq	ii. 1302.
Line-of-battle-ship ...	qapaq qaldurur guèmi	
A three-decker	eutch ambarlu sefynè	i. 104.
A shipwreck	guèmi paralanmağı ...	
The helm	dumen	i. 562.
The bilge	sentinè	i. 697.
The compass	pouçola	i. 242.
Sultan's state-barge ...	qandja bash	ii. 427.
A boat	qaiq	ii. 430.
A sailing-boat	yelkenlu qaighy	ii. 1280.
A row-boat	kureklu qaighy	ii. 657.
A light row-boat	pīadè	i. 254.
A heavy row-boat ...	pèrème	i. 205.
A servian-boat	oranitchè	i. 124.
A lighter or barge ...	bourtoun	i. 235.
" "	shaīqa	ii. 77.
" "	maouna	ii. 742.
A lighter	sandal	ii. 122.
A ferry-boat	toumbaz	i. 343.
" "	ispilata	i. 30.

		vol. p.
Boat with two oars ...	bir tchifteh qaighy ...	} ii. 430.
" four oars ...	iki tchifteh qaighy ...	
A fishing-boat	balyqtchi qaighy	
A market-boat	bazar-qaighy	ii. 431.
A dung-barge	kubrè-qaighy	430.
A yawl	kutchuk sandal	ii. 122.
Custom-house-boat ...	goomrookji qaighy ...	ii. 638.
Quarantine-boat	qourountina qaighy ...	ii. 1302.
A fly-boat	at ilè tchekilen kaiky	ii. 640.
A sail (i.e. a ship). ...	teknè	i. 322.
A barque	bartcha	i. 172.
A vessel	guèmi	ii. 640.
A coaster	volyq	ii. 1199.
"	tchember	i. 394.
A fire-ship	harraqa	i. 419.
A steam-vessel	vapor guèmici	ii. 1159.
A pirate-vessel	khyrsyz-guèmici	i. 468.
"	shoonet	ii. 65.
"	izbandid qoursan	ii. 461.
A guard-boat	qoul qaighy	ii. 526.

NUMBERS IN TURKISH AND ENGLISH.

*** As the orthography of Kieffer and Bianchi is here followed, a French pronunciation must be given to the sub-joined words.

1 bir	11 on—bir	One by one—bir—er
2 iki	12 on—iki	Two by two—iki—sher
3 utch	13 on—utch	30 otouz
4 dort	14 on—dort	40 qyrq
5 besh	15 on—besh	50 elli
6 alty	16 on—alty	60 altmish
7 ìedi	17 on—ìedi	70 yetmish
8 sekiz	18 on—sekiz	80 seksen
9 dhoqouz ...	19 on—dhoqouz	90 doksan
10 on	20 iiguirmi	100 iuz

A H. 1265; Bin, iki iuz, altmish—besh. [A.D. 1848—49.]

MARKET TABLE.

MEAT.	ET.	A FISH.	BALYQ.
Bacon	{ donouz—	Anchovy ...	ansha
"	{ pasturmagi	Carp	sazan
Beef	syghyr—ety	Eel	yilan
Bull	bougha	Herring	buiuk serdel
Calf	bouzaghau	"	ringha
Cow	inek	"	tharhoz
Goat (he)	erkedj	"	ferzeh
" (she)	ketchi	Lobster ... }	istaqos
Hare	tavshan	(or crab) }	
Kid	oghlaq	Oysters	istridia
Lamb	qouzy	Prawn	tekeh
(yearling)	shishek	"	kerevit
Lambkin	thoqlly	Sole	dil balyghy
Mutton	qoioun ety	Sprat	sardela
Ox	eukuz	Sturgeon	mersin
"	syghyr	Trout	ala
Pig	domouz	Tunny	morona
Pork	domouz ety	"	thounn
Sheep	qoioun	Turbot	qalqan bali-ghy
Veal	bouzaghau-ety		

A BIRD.	KOOSH.	FRUIT.	YEMISH.
Capon	iblyq	Apple	elma
Chicken	pilidj	Apricot	qaiçi
Cock	khoros	Cherry	kiras
Duck	eurdek	Currants	keshmish
Goose	kaz	Date	khourma
Gosling	kaz yavrouçi	Fig	indjir
Hen	taouq	(dried)	qorou indjir
Lark	thoughar	Filbert	fundouk
Moor-hen	anguit	Grapes	ouzoom
Partridge	keklik	Melon	qavoun
Pheasant	suilun	(water)	qarpouz
Pigeon	guverdjin	Olive	zeitoun
Quail	bildurdjin	Orange	narindj
Sparrow	sertcheh	"	Portughal
Turkey	misr taoughy	" (sour)	turundj
"	hind-taoughy	Peach	sheftalu
Wild-duck	yaban-eurdeki	Pear	armoud
Woodcock	yelveh-qooshy	Pomegranate	enar
"	tchulyq	Quince	aiva
"	zivledj	Walnut	djeviz*

* Instead of *djeviz*, *qoz* is sometimes used. The island of *Nicaria* is called *Qoz adhaci*.

HORSES, SADDLERY, ETC.

Horses seem to be somewhat scarce at Tchanak Kaleh and are only used for riding; buffaloes doing the draught work. The *Kaleer*, the mule, is not used here to any great extent; but on the opposite, the European coast, both horses and mules are more plentiful; while camels are more scarce than on the Asiatic side. This is somewhat curious, as there is little difficulty in bringing cattle across the Straits in the boats called *at-esh-qaighys*, yet camels are rarely carried over to the European shore. Nearer Constantinople they may be more in fashion. While on the subject of horses, I shall avail myself of the opportunity of inserting a short table which I hope will prove as useful to future rambles in these parts, as it has to me, so far as equestrian matters are concerned. Each Turkish word subjoined is to be found in the page and volume mentioned of Kieffer and Bianchi's Dictionnaire Turc-Français.

		vol. p.
A colt	qodouq	ii. 518.
A horse	at	i. 5.
A blood horse	bedavi at	i. 194.
“ “	kuheilân	ii. 677.
A led horse.....	yedek aty	i. 5. ii. 1261.
“ “	aqtha	i. 75.
A piebald horse.....	abrash	i. 3.
A bay horse	qoula at	ii. 526
A sorrel horse	al-at	i. 83.
“ “	kumeit	ii. 640.
A black horse	qara at	ii. 468.
A mare	qysraq	ii. 476.
“	ionda	ii. 1297.
A gelding	inenmich at	i. 116.
“ “	bèguir	i. 173.
A white-footed horse	mouhaddjel	ii. 820.
A pack horse	barguir	i. 263.
An unsaddled horse ...	èièrsyz at	i. 155.
A horse for relay	alasha	i. 84.
A saddle horse	binek	i. 232.
A fiery steed	at ateshlu	i. 6.
A frisky steed ..	sherèmetlu at.....	ii. 30.
A sick, or bad, horse...	qaltaq	ii. 1302.
An unbroken horse ...	tedjarè	i. 281.
An amble	tchapqounlyq	i. 350.

		vol. p.
An ambler	eshkoun	i. 47.
A trotter	iorgha	} ii. 1287.
A trot	iorghalyq	
A gallop	qourd lengui	ii. 519.
To gallop	Deurtulmek	i. 550.
A spur	mahmouz	ii. 742.
A stirrup	uzengu	i. 131.
“	rikiab	i. 600.
To shoe a horse*	na'lourmaq	} ii. 1119.
“	nallamaq	
A shod horse	ât nallu	ii. 1119.
To unshoe a horse ...	nalin tchiqarmaq	ii. 1119.
To mount	{ suvar olmaq	i. 703.
	{ ata binmek	i. 232.
	{ atlanmaq	i. 7.
To dismount	atten inmek	i. 5.
To groom a horse	ati timar itmek	i. 346.
To saddle	ëierlemek	i. 79.
“	rakhtlamaq	i. 589.
To harness	rakht ourmaq	i. 589.
To bridle	teldjim itmek	i. 324.
Saddle-bag	heibeh	ii. 1220.
“	teghar	i. 311.
“	iuk	ii. 1292.
A pack saddle	palan	i. 224.
A tartar saddle	qaltaq	ii. 498.
A saddle	ëier	i. 155.
A gall (made by the saddle)	iaghyr	ii. 1251.
A bridle	dizguin	i. 782.
“ (ornamented)	rakht	i. 589.
A bit	ouian	i. 145.
“	guiem	ii. 634.
“	mahar	ii. 742.
Stable-boy	at oghlani	i. 5.
A coach-road	araba ioly	ii. 1294.
Horseman	suvar	i. 703.
Horse-hair	at iëlegi	i. 733.
Horse-hair bag	harar	i. 419.

* *Yavash*, Tenailles de bois avec lesquelles on serre le nez d'un cheval rétif, quand on le ferre. Dict. Turc-Français, ii. 1285.

		vol. p.
Horse-tail	tough	i. 341.
Horsewhip	qyrbatch	ii. 458.
“	qamtchi	ii. 426.
Horse market	at bazari	i. 5.
Horse ornaments	boundjouq	i. 248.
“	hothas	i. 441.
Nose-chain	rechmè	i. 594.
Training ground	mizmar	ii. 927.
A stepping stone	binek-tashy	i. 232.
A skin spot	benek	i. 232.
Horse cloth	dikdik	i. 532.
“	tchapraq	i. 350.
“	silpouch	i. 783.
“	tchoul	i. 403.
“	iapyq	ii. 1243.
A stable	akhor	i. 16.
A feed	iem	ii. 1280.
To feed a horse	iem asmaq	ii. 1280.
A groom	sèis	i. 720.
“	iedektchi	ii. 1261.
A courier and guide	suridji	i. 708.
A muleteer	harmanda	i. 422.
“	katirdji	{ ii. 412.
“	“	{ ii. 442.
Saddle-bow	eier qachi	ii. 419.
“	peskouhè	i. 212.
A saddler	serradj	i. 657.
Russian leather	telatin	i. 323.
Sheepskin	meshin	ii. 916.
A halter	ioular	ii. 1294.
To halt	dourmaq	i. 551.
“	houloul itmek	i. 435.
A posting-station	menzil-haneh	ii. 1022.
A curry-comb	qachagou	ii. 419.
A stallion	aighyr at	i. 157.
A gelding	ikdidj	i. 158. 63.
To trot	iorghalamaq	ii. 1287.
“	lenk tchalmaq	ii. 716.
“	iortmaq	ii. 1286.
To walk	iurumek	ii. 1287.

Note.—At page 107, col. 2, the Turkish word for “crab” was by accident omitted. *Istaqos* though sometimes applied to crabs, properly means “lobster.” The words for “crab” are *tchaganos*, or *pendjaiek*, or *serethan*, or *lenguedj*, or *iengueteck*. Vide D.T.F., vol. i. p.p. 230, 356, 663 ; and vol. ii. p.p. 716, 1284.

NOTICE.

DELIVERY OF FIRMAN'S IN THE DARDANELLES.

The following is a copy of a letter received at Lloyd's on the 1st of February, 1849.

"British Consulate, Dardanelles, Jan. 16, 1849.

"SIR.—I have the honor to acquaint you, for the information of the Committee of Lloyd's, and the Shipping and Mercantile interests in general, that, in accordance with instructions from the Turkish Government, the Military Governor of these Castles has commenced to enforce a strict observation of the regulations whereby Merchant vessels of all nations coming from Constantinople, and bound to the Mediterranean, are required to deliver at these Castles the firmans (or passes) with which they are furnished at the capital. These regulations, for some time past, had not been always conformed to by masters of vessels, and consequently several vessels have already been fired at with shot by the forts, and more or less damaged for disregarding them. The passage of the Castles between sunset and sunrise is strictly forbidden under any circumstances."

(Signed) F. W. CALVERT,
H.B.M. Consul.

"To Capt. G. A. Halsted, R.N., Sec. Lloyd's."

